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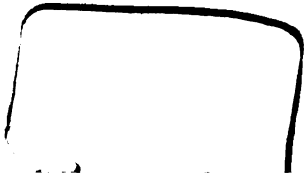
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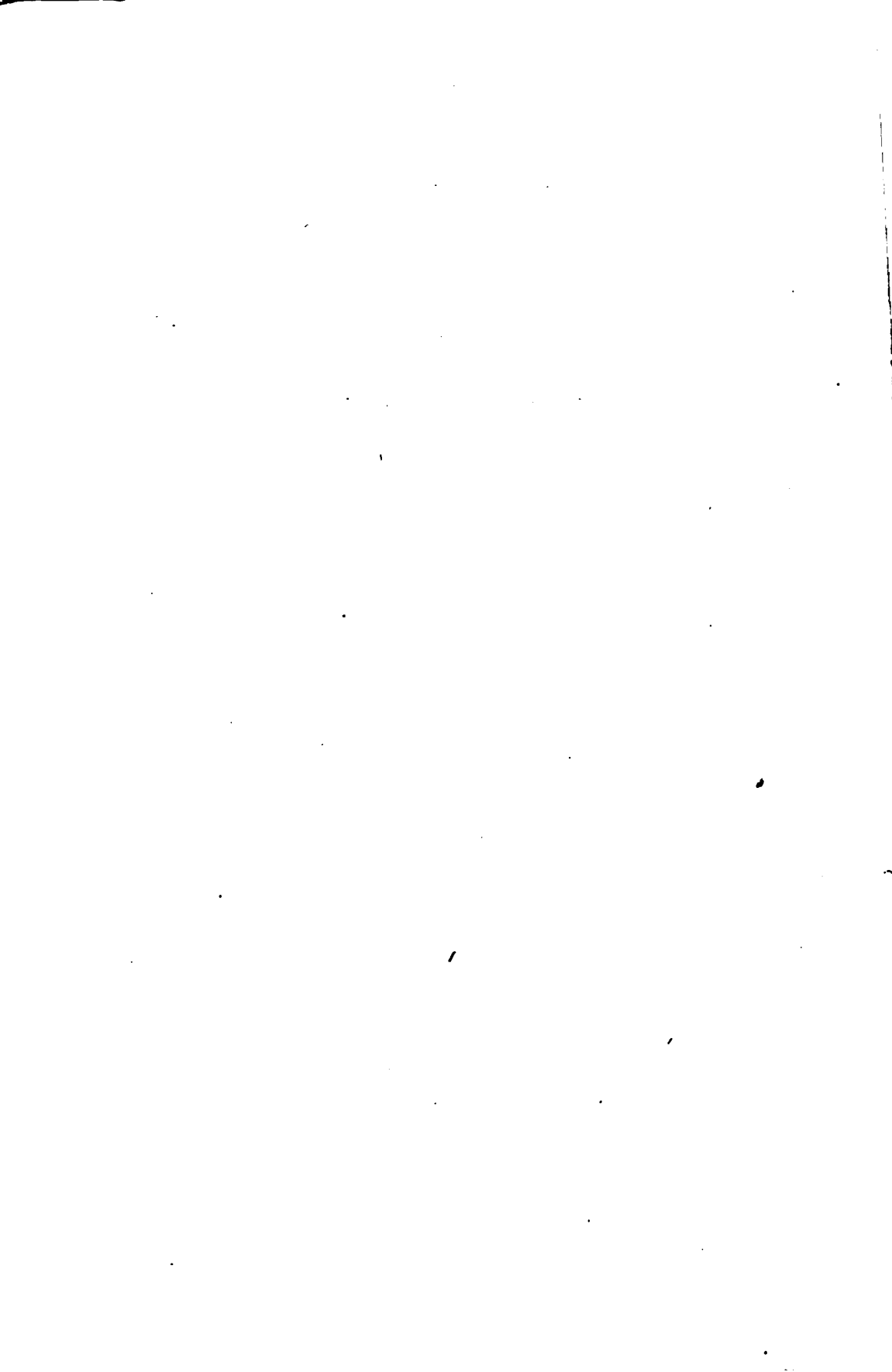
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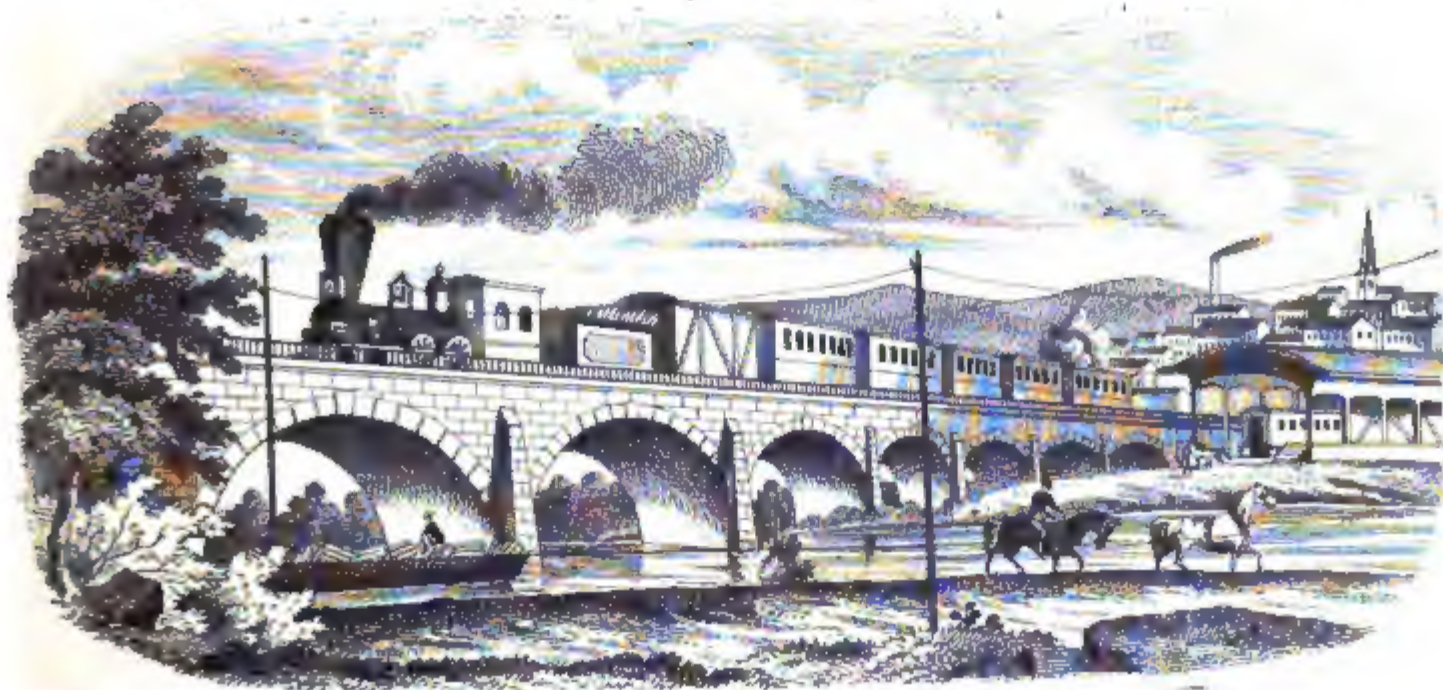


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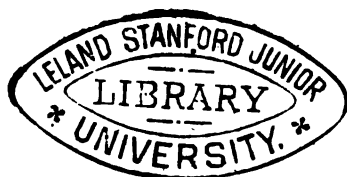


ANNUAL REPORT
OF THE
Secretary of Internal Affairs
OF THE
COMMONWEALTH OF PENNSYLVANIA



PART IV.
RAILROAD, CANAL, NAVIGATION AND
TELEGRAPH COMPANIES,
FOR THE
YEAR 1879.

HARRISBURG
LANE S. HART,
STATE PRINTER & BINDER.
1880.



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ANNUAL REPORT
OF THE
SECRETARY OF INTERNAL AFFAIRS.

PART IV.

RAILROAD, CANAL, AND TELEGRAPH COMPANIES,
FOR THE YEAR 1879.

f. H. H.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1880.*

To the Honorable, the Senate and House of Representatives of the Commonwealth of Pennsylvania:

GENTLEMEN: In compliance with the requirements of the Constitution, and the acts of the General Assembly, approved, respectively, April 9, 1870, and May 15, 1874, I herewith transmit copies of such of the annual returns of the railroad, canal, navigation, and telegraph corporations, for the year 1879, made pursuant to said acts, as have been filed in this department, together with tabulated results and comparative statements compiled from the returns.

I am, very respectfully,

Your obedient servant,

AARON K. DUNKEL,
Secretary of Internal Affairs.



TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Par value of each share.	Amount paid in on each share.
Allegheny Valley,	\$5,000,000 00	\$2,166,500 00	\$2,166,500 00	843,330	\$50	\$50 00
Allentown,	2,000,000 00	1,414,200 00	1,248,884 47	22,917	50	50 00
Atlantic and Great Western,	50,000,000 00		34,675,804 10		50	50 00
Bachman Valley,	100,000 00	68,000 00	66,782 31	1,334	50	50 00
Bald Eagle Valley,	1,000,000 00	550,000 00	550,000 00	11,000	50	50 00
Barclay Coal Company,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50	50 00
Bedford and Bridgeport,	600,000 00	599,650 00	599,400 00	11,988	50	50 00
Bellefonte and Snow Shoe,	1,000,000 00	600,000 00	600,000 00	12,000	50	50 00
Bell's Gap,	200,000 00	200,000 00	200,000 00	4,000	50	50 00
Buffalo, New York and Philadelphia,	8,500,000 00	2,333,100 00	2,004,850 00	17,907	100	100 00
Berlin Branch,	75,000 00	45,900 00	42,698 85	885	50	50 00
Berlin,	50,000 00	50,000 00	5,000 00	1,000	5	5 00
Brownsville,	280,000 00	196,850 00	186,850 00	3,737	50	50 00
Catawqua and Fogelsville,		426,900 00	426,900 00	17,076	25	25 00
Catawissa,		4,859,500 00	4,859,500 00	87,190	50	50 00
Chartiers,	800,000 00	800,000 00	648,763 00	12,722	50	50 00
Chester Creek,	185,000 00	185,000 00	185,000 00	87,000	50	50 00
Chester and Delaware River,	40,000 00	40,000 00	39,550 00	790	50	50 00
Chester Valley,	871,900 00	871,900 00	871,900 00	17,438	50	50 00
Chestnut Hill,	120,650 00	120,650 00	120,650 00	2,413	50	50 00
Cleveland and Pittsburgh,	11,253,500 00		11,233,200 00	224,664	50	50 00
Colebrookdale,	500,000 00	300,000 00	297,215 00	5,922	50	50 00
Columbia and Port Deposit,	1,800,000 00	522,000 00	493,827 11	9,942	50	50 00
Connecting,	1,900,000 00	1,278,300 00	1,278,300 00	25,566	50	50 00
Corning, Cowanesque and Antrim,	2,000,000 00	1,900,000 00	1,900,000 00	38,000	50	50 00
Cornwall,	300,000 00	300,000 00	300,000 00	6,000	50	50 00

Cumberland Valley,	2,110,000	1,777,850	00	1,777,850	00	35,557	50	00
Delaware, Lackawanna and Western,	26,200,000	26,200,000	00	26,200,000	00	524,000	50	00
Delaware River and Lancaster,	1,600,000	202,800	00	17,200	00		50	00
Dillsburg and Mechanicsburg,	350,000	63,000	00	32,664	06		50	00
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	1,300,000	00	1,300,000	00	1,300	100	00
Delaware Western,	250,000	248,400	00	248,400	00	4,968	50	00
Dauville and Shaumokin,	250,000	200,000	00	20,000	00		50	00
Danville and Riverside,	50,000	13,000	00	3,790	00		25	50
East Brandywine and Waynesburg,	500,000	163,600	00	156,898	00	8,108	50	00
East Broad Top,	1,000,000	568,400	00	549,248	00	11,968	50	00
East Mahanoy,	500,000	392,550	00	392,550	00	7,851	50	00
East Pennsy/vania,	100,000	1,709,550	00	1,709,550	00	34,191	50	00
Ebensburg and Cresson,	15,000	42,000	00	42,000	00	840	50	00
Edgewood,	15,000	15,000	00	15,000	00	300	50	00
Elmhira and Williamsport,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00
Erle and Pittsburgh,	2,500,000	1,998,400	00	1,101,550	00	39,968	50	00
Eminton, Shippenville and Clarion,	150,000	150,000	00	150,000	00		16	663
Fayette County,	1,500,000	98,350	00	125,395	71	2,148	50	00
Foxburg, St. Petersburg and Clarion,	100,000	100,000	00	97,817	50	2,000	50	00
Frankford and Holmesburg,	100,000	100,000	00	100,000	00	2,000	50	00
Germanatown and Chestnut Hill,	500,000	50,000	00	50,000	00	10,000	50	00
Geneva, Hornelsville and Pine Creek,	2,675,000	685,300	00	382,175	00	6,952	100	55
Greenlick Narrow Gauge,	50,000	31,650	00	31,650	00	683	50	00
Hanover Junction, Hanover and Gettysburg,	500,000	116,850	00	116,850	00	2,337	50	00
Hanover Junction and Susquehanna,	250,000	150,600	00	93,576	91		50	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000	1,182,550	00	1,182,550	00	73,651	50	00
Harrisburg and Potomac,	3,550,000	218,350	00	379,165	20	8,710	100	00
Huntingdon and Broad Top Mountain,	250,000	2,106,500	00	2,106,500	00	42,130	50	00
Hanover and York,	100,000	207,300	00	207,300	00	4,146	50	00
Huntingdon, Fulton and Franklin,	500,000	11,650	00	1,867	00		50	00
Ironton,	1,000,000	200,000	00	200,000	00	4,000	50	00
Jamestown and Franklin,	1,000,000	634,010	00	601,310	00	12,024	50	00
Jefferson,	1,000,000	2,096,010	00	2,096,050	00	41,921	50	00
Jersey Shore, Pine Creek and Buffalo,	250,000	500,000	00	500,000	00	10,000	50	00
Junction,	150,000	250,000	00	250,000	00	5,000	50	00
Kendall and Eldred,	50,000,000	50,000,000	00	50,000,000	00	1,500	100	00
Lake Shore and Michigan Southern,	500,000	50,000,000	00	50,000,000	00	500,000	100	00
Lancaster and Reading, (narrow gauge,)	500,000	123,750	00	82,720	00	1,700	50	00
Lawrence,	500,000	450,000	00	450,000	00	9,000	50	00
Lawrenceville and Evergreen,	25,000	16,000	00	10,000	00	300	333	50

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Par value of each share.	Amount paid in on each share.
Lehigh and Lackawanna,	\$1,000,000	\$875,100	\$875,100	7,602	\$50	\$50
Lehigh Valley,	00	27,428,780	27,428,780	548,573	50	50
Lewistown, Centre and Spruce Creek,	00	371,850	288,312	4,794	50	50
Ligonier Valley,	100,000	100,000	100,000	2,000	50	50
Little Saw Mill Run,	250,000	100,000	100,000	2,000	50	50
Littlestown,	75,000	53,750	53,750	1,075	50	50
Little Schuylkill Navigation,	00	2,646,100	2,646,100	52,922	50	50
Lykens Valley,	800,000	600,000	600,000	12,000	50	50
Lock Haven and Clearfield,	1,000,000	250,000	250,000	5,000	50	50
McKean and Buffalo,	400,000	380,000	380,000	7,600	50	50
Mifflin and Centre County,	1,000,000	167,775	167,775	3,355½	50	50
Mill Creek and Mine Hill Navigation,	323,375	323,375	323,375	12,935	25	25
Mine Hill and Schuylkill Haven,	4,022,500	4,022,500	4,022,500	80,450	50	50
Monongahela Inclined Plane,	20,000	75,000	75,000	1,500	50	50
Mont Alto,	500,000	110,000	110,000	4,400	25	25
Monroese,	500,000	319,700	306,335	6,038	50	50
Mount Carbon and Port Carbon,	282,350	282,350	282,350	5,647	50	50
Mount Oliver Inclined Plane,	100,000	88,200	81,000	1,604	50	19
Mount Pleasant and Broad Ford,	1,000,000	152,050	150,505	3,110	45	50
Muncy Creek,	2,000,000	129,450	124,450	2,488	50	50
Neaquehoning Valley,	2,000,000	180,000	180,000	26,000	50	50
New Castle and Beaver Valley,	700,000	700,000	605,000	14,000	50	50
New Castle and Franklin,	150,000	369,015	389,414	6,385	50	45
New Castle and Mining,	100,000	100,000	100,000	2,000	50	50
Newry,	15,000	11,925	11,925	4,771	25	25

Northern Central.	8,000,000	5,842,000	5,842,000	00	00	116,840	50	00
North-East Pennsylvania.	400,000	00	81,550	00	00	1,681	50	00
North Pennsylvania.	1,500,000	00	4,897,300	00	00	67,916	50	00
New York, Lake Erie, and Western.	83,536,900	00	86,586,900	00	00		100	00
Olena, Bradford, and Warren.	800,000	00	150,000	00	00	1,500	83	00
Peach Bottom.	1,000,000	00	271,800	00	55	4,461	50	00
Pennsylvania.	151,700,000	00	68,870,200	00	00	1,377,404	50	00
Pennsylvania Coal.	5,850,329	00	5,040,000	00	00	100,000	50	00
Pennsylvania Inland.	100,000	00	27,000	00	00		13	00
Pennsylvania and New York Canal and.	5,061,700	00	5,061,700	00	00	*21,234	50	00
Pennsylvania and Western.	250,000	00	250,000	00	00	†40,000	100	00
Peoples.	50,000	00	40,100	00	00	5,000	50	00
Perkiomen.	2,000,000	00	225,000	00	11	750	50	00
Philadelphia and Baltimore Central.	500,000	00	84,450	00	00	9,193	50	00
Philadelphia and Chester County.	10,000,000	00	6,500,000	00	00	10,000	50	00
Philadelphia and Erie.	2,500,000	00	2,246,900	00	00	169,074	50	00
Philadelphia, Germantown, and Norristown.	100,000	00	12,500	00	00	44,988	50	00
Philadelphia and Merion.	1,200,000	00	1,200,000	00	00		5	00
Philadelphia, Newton, and New York.	2,682,900	00	1,259,100	00	00	24,000	50	00
Philadelphia and Reading.	100,000	00	00	00	28	685,563	50	00
Philadelphia and Trenton.	100,000	00	00	00	00	12,591	100	00
Philadelphia, Wilmington, and Baltimore.	100,000	00	00	00	00	231,455	50	00
Pickering Valley.	1,000,000	00	961,600	00	00	1,846	50	00
Pittsburgh and Castle Shannon.	13,500,000	00	8,437,200	00	00	168,744	50	00
Pittsburgh, Cincinnati, and St. Louis.	5,000,000	00	2,310,474	50	00	38,888	50	00
Pittsburgh and Connellsville.	2,000,000	00	26,043,585	71	71	280,435	100	00
Pittsburgh, Fort Wayne, and Chicago.	2,000,000	00	2,000,000	00	00	30,587	50	00
Pittsburgh and Lake Erie.	80,000	00	830,000	00	48	10,844	50	00
Pittsburgh, Virginia, and Charleston.	18,000	00	30,000	00	00	241	50	00
Plymouth.	5,000,000	00	5,000,000	00	00	99,189	50	00
Point Breeze.	100,000	00	11,000,000	00	00	220,000	50	00
Pittsburgh, Titusville, and Buffalo.	1,050,000	00	961,500	00	00	19,144	50	00
Pennsylvania, Poughkeepsie, and N. E.	200,000	00	104,250	00	00	2,083	50	00
Pennsylvania Company.	576,050	00	576,050	00	00	11,521	50	00
Reading and Columbia.	200,000	00	101,700	00	91	861	50	00
Salisbury.	1,500,000	00	869,450	00	00	7,399	50	00
Schuylkill Valley Navigation and Railroad.	200,000	00	100,000	00	00		50	00
Selinsgrove and North Branch.	576,050	00	200,000	00	00	4,000	50	00
Shamokin Valley and Pottsville.	1,500,000	00	800,000	00	00	16,000	50	00
Somerset and Cambria.	200,000	00	00	00	00		50	00
South Mountain Railway and Mining.	800,000	00	00	00	00		50	00
Southern Pennsylvania Railway and Mining.	800,000	00	00	00	00		50	00

TABLE A.—STOCK AND DEBT.—Continued.

NAME OF COMPANY.	Capital stock as au- thorized by law.	Amount of stock sub- scribed.	Total amount now paid in of capital stock.	Number of shares is- sued.	Par value of each share.	Amount paid in on each share.
South-West Pennsylvania, State Line and Sullivan, Stony Creek, Sunbury and Lewistown, Sunbury, Hazleton and Wilkes-Barre, Sharon, Slate Ridge and Delta, Susquehanna and Clearfield, Tioga, Treckow, Tyrone and Clearfield, Waynesburg and Washington, West Chester, West Chester and Philadelphia, Western Maryland, Western Pennsylvania, Wheeling, Pittsburgh and Baltimore, Wilcox and Howard Hill Improvement, Wilmington and Northern,	\$1,000,000 00 1,800,000 00 300,000 00 600,000 00 3,850,000 00 300,000 00 2,000 00 700,000 00 1,000,000 00 250,000 00 1,000,000 00 270,000 00 165,000 00 2,975,000 00 1,000,000 00 4,000,000 00 500,000 00 500,000 00 1,500,000 00	\$549,400 00 1,000,000 00 170,850 00 600,000 00 1,000,000 00 200,100 00 2,000 00 175,000 00 580,900 00 130,000 00 1,000,000 00 198,550 00 165,000 00 821,300 00 1,022,450 00 500,000 00 500,000 00 1,253,030 00	\$546,162 00 1,000,000 00 176,100 00 161,000 00 1,000,000 00 200,100 00 200 00 17,600 00 580,900 00 130,000 00 1,000,000 00 100,316 47 165,000 00 821,300 00 682,250 00 1,022,450 00 500,000 00 600 00 1,253,050 00	50 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 47 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00	\$50 50	00 00 00 00 13 41 ² 00
Total,	\$539,587,154 00	\$403,678,979 00	\$503,631,034 14	6,689,546	50	50

* Common.

† Preferred.

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of floating debt.	Total amount now funded and float- ing debt.	Rate per cent per annum of interest.	Rate per cent. of dividends.
Allegheny Valley,	\$23,974,000	\$2,842,963	\$26,816,963	. . . . .	. . . . .
Allentown, . . . . .	. . . . .	23,854	23,854	. . . . .	. . . . .
Atlantic and Great Western,	68,850,311	. . . . .	68,850,311	. . . . .	. . . . .
Bachman Valley,	45,000	16,543	61,543	. . . . .	. . . . .
Bald Eagle Valley,	400,000	. . . . .	400,000	. . . . .	4
Barclay Coal Company,	65,000	. . . . .	65,500	. . . . .	28
Bedford and Bridgeport,	1,000,000	176,697	1,176,697	. . . . .	. . . . .
Bellefonte and Snow Shoe,	70,500	. . . . .	70,500	. . . . .	. . . . .
Bell's Gap,	200,000	. . . . .	200,000	. . . . .	. . . . .
Buffalo, New York and Philadelphia,	3,646,500	1,039,802	4,686,302	. . . . .	. . . . .
Berlin Branch,	25,700	12,341	38,041	. . . . .	. . . . .
Catawissa and Fogelsville, . . . . .	. . . . .	160,000	160,000	. . . . .	6
Catawissa,	1,802,350	. . . . .	1,802,350	. . . . .	7
Chartiers,	500,000	. . . . .	500,000	. . . . .	. . . . .
Chester Creek,	185,000	6,297	191,297	. . . . .	6
Chester and Delaware River, . . . . .	. . . . .	195,100	195,100	. . . . .	. . . . .
Chester Valley,	500,000	402,500	902,500	. . . . .	. . . . .
Chestnut Hill, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	12
Cleveland and Pittsburgh,	5,078,343	. . . . .	5,078,343	. . . . .	. . . . .
Colebrookdale,	800,000	54,433	854,433	. . . . .	. . . . .
Columbia and Port Deposit,	1,882,000	321,090	2,203,090	. . . . .	. . . . .
Connecting,	991,000	78,288	1,069,288	. . . . .	6
Corn ing, Cowanesque and Antrim,	450,000	. . . . .	450,000	. . . . .	7
Cornwall, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	24
Cumberland Valley,	352,300	. . . . .	352,300	. . . . .	8
Delaware, Lackawanna and Western,	5,837,100	. . . . .	5,837,100	. . . . .	. . . . .
Delaware River and Lancaster, . . . . .	. . . . .	1,035	1,035	. . . . .	. . . . .
Dillsburg and Mechanicsburg,	100,000	37,081	137,081	. . . . .	. . . . .
Dunkirk, Allegheny Valley and Pittsburgh,	200,000	211,920	411,920	. . . . .	6
					84

TABLE A.—STOCK AND DEBT.—Continued.

NAME OF COMPANY.	Total amount now of fund- ed debt.	Total amount now of float- ing debt.	Total amount now of fund- ed and float- ing debt.	Rate per cent. per annum of interest.	Rate per cent. of dividends.
Delaware Western,	00	\$107	\$107	58	2
Danville and Riverside,	00	150,459	525,459	56	6
East Brandywine and Waynesburg,	00	602,550	602,550	6 and 7	6
East Broad Top,	00	00	00	00	00
East Mahanoy,	00	00	00	00	00
East Pennsylvania,	00	00	495,900	00	00
Ebensburg and Cresson,	00	00	80,000	00	00
Edgewood,	00	19,584	19,582	64	00
Elmira and Williamsport,	00	00	1,620,000	00	12
Erie and Pittsburgh,	00	51,987	3,373,987	54	7
Endleton, Shippensburg and Clarion,	00	9,910	159,910	48	8 1/2 and 16 1/2
Fayette County,	00	00	00	00	00
Foxburg, St. Petersburg and Clarion,	16	3,074	69,123	54	8
Frankford and Holmesburg,	00	00	50,000	00	00
Geneva, Hornetsville and Pine Creek,	00	60,000	60,000	00	00
Hanover Junction, Hanover and Gettysburg,	00	16,000	216,500	00	00
Hanover Junction and Susquehanna,	00	23,799	117,899	99	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	00	00	700,000	00	7
Harrisburg and Potomac,	00	00	507,200	00	00
Huntingdon and Broad Top Mountain,	00	188,500	2,538,100	00	00
Huntingdon and York,	00	00	185,000	00	00
Hanover and York,	00	00	211,400	18	4
Ironton,	00	11,400	185,000	00	00
Jamestown and Franklin,	00	1,062,579	1,939,579	42	00
Jefferson,	00	00	2,300,000	00	00
Jersey Shore, Pine Creek and Buffalo,	00	833,862	833,862	76	00
Junction,	00	00	755,000	00	10
Kendall and Eldred,	00	00	00	00	49
Lake Shore and Michigan Southern,	00	00	35,915,000	00	6 1/2
Lancaster and Reading, (narrow gauge),	00	00	350,000	00	00
Lawrence,	00	00	355,000	00	9
Lawrenceville and Evergreen,	00	1,308	18,893	47	00

[illegible]

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of float- ing debt.	Total amount now funded and floating debt.	Rate per cent. per annum of in- terest.	Rate per cent. of dividends.
Pittsburgh, Fort Wayne and Chicago,	\$13,510,000	35	\$13,510,000	7 and 8	7
Pittsburgh and Lake Erie,	2,000,000	35	2,751,550	6	.
Pittsburgh, Virginia and Charleston,	1,605,000	50	2,277,560	6	.
Plymouth,	4,050,933	19	274,495	6 and 7	.
Pittsburgh, Titusville and Buffalo,	1,000,000	50	4,125,955	6	.
Pennsylvania, Poughkeepsie and N. E.,	9,391,000	81	13,114,390	6	.
Pennsylvania Company,	2,004,166	67	2,008,166	6 and 7	.
Reading and Columbia,	150,000	37	160,399	7	.
Salisbury,	100,000	00	137,000	6	5
Schuylkill Valley Navigation and Railroad Company,	2,000,000	00	2,008,250	7	6
Schuylkill and North Branch,	75,000	00	75,000	6	.
Shamokin Valley and Pottsville,	100,000	00	100,000	7	.
Somerset and Cambria,	625,000	00	836,880	7	.
South Mountain Railway and Mining,	969,500	86	969,500	7	7
Southern Pennsylvania Railway and Mining Company,	400,000	29	441,677	7	.
South-West Pennsylvania,	350,000	00	557,234	7	.
State Line and Sullivan,	500,000	00	500,000	7	.
Stony Creek,	2,350,000	00	2,350,000	5 and 6	.
Sunbury and Lewistown,	156,000	00	156,000	7	7
Sunbury, Hazleton and Wilkes-Barre,	629,500	00	629,500	7	7
Sharon,	97,900	31	101,454	7	.
Tioga,	11,000	07	113,957	5	.
Treackow,	1,109,000	50	1,127,512	7	7
Waynesburg and Washington,	3,832,696	00	3,852,596	6	.
West Chester,	8,000,000	00	3,014,508	6 and 7	.
West Chester and Philadelphia,	13,000	00	13,000	.	.
Western Maryland,				.	.
Western Pennsylvania,				.	.
Wilmington and Northern,				.	.
Total,	\$522,676,007	90	\$556,962,834	.	.

TABLE B.—COST OF ROAD AND EQUIPMENT.

NAMES OF COMPANY.	Total cost of road.		Total cost of equip- ment.		Total cost of road and equipment.		Value of real estate held by the com- pany, exclusive of roadway.		Average cost of con- struction per mile.		Average cost of equip- ment per mile.	
Allegheny Valley,	\$21,568,350	41	\$2,413,862	53	\$23,982,212	94	\$23,509	43	\$83,275	44	\$9,319	93
Allentown,	1,084,453	73	..	..	1,084,453	73	..	..	240,989	72	..	..
Bachman Valley,	112,412	29	..	..	112,412	29	..	..	..	..	..	..
Bald Eagle Valley,	1,050,000	00	..	..	1,050,000	00	10,000	00	..	..	..	..
Barclay Coal Company,	622,600	00	..	..	622,600	00	..	..	..	..	..	..
Bedford and Bridgeport,	1,421,241	91	..	..	1,421,241	91	..	..	28,857	03	..	..
Bellefonte and Snow Shoe,	323,291	10	..	..	459,181	83	28,051	00	13,470	46	5,620	46
Bell's Gap,	201,346	61	13,352	97	216,699	58	..	..	20,973	61	1,539	27
Buffalo, New York and Philadelphia, Berlin Branch,	5,555,720	30	1,245,327	73	6,801,048	03	..	..	45,915	04	56,207	01
Berlin,	75,157	97	..	..	75,157	97	..	..	10,736	85	..	..
Brownsville,	5,000	00	..	..	5,000	00	..	..	615	77	615	77
Cataqua and Fogelsville,	186,850	00	..	..	186,850	00	15,000	00	20,927	42	5,406	00
Catawissa,	523,185	59	135,150	00	638,335	59	..	..	..	..	..	..
Chartiers,	6,206,663	08	..	..	6,206,668	08	..	..	..	..	..	..
Chartiers,	1,122,336	10	..	..	1,122,336	10	4,402	20	..	..	..	..
Chester Creek,	376,297	67	..	..	376,297	67	..	..	51,903	12	..	..
Chester and Delaware River,	220,915	21	..	..	220,914	21	30,430	00	53,881	78	..	..
Chester Valley,	1,774,400	00	..	..	1,774,400	00	..	..	..	..	..	..
Chestnut Hill,	120,650	00	..	..	120,650	00	15,503	98	23,284	00	..	..
Cleveland and Pittsburgh,	13,064,719	62	3,551,161	90	16,615,871	52	..	..	66,066	85	17,957	78
Colebrookdale,	667,774	72	..	..	667,774	73	14,108	07	52,169	90	..	..
Columbia and Port Deposit, Connecting,	1,722,117	93	..	..	1,722,117	93	32,844	81	..	..	..	..
Corning, Cowanesque and Antrim, Cornwall,	2,347,588	74	..	..	2,347,588	74	..	..	347,790	90	..	..
Cornwall,	1,900,000	00	500,000	00	2,400,000	00	41,233	71	28,687	50	..	..
Cumberland Valley,	351,627	07	91,491	84	443,118	91	600	00	47,050	56	59,318	47
Cumberland Valley,	1,887,465	95	..	..	1,887,465	95	100,000	00	..	..	..	..
Delaware and Hudson Canal Co., Delaware, Lackawanna and Western, Delaware River and Lancaster,	3,867,471	95	1,201,630	00	4,869,101	95	..	..	38,605	00	12,648	00
	16,918,875	10	6,586,015	95	23,454,891	03	5,971,790	91	81,532	82	81,497	06
	17,200	00	..	..	17,200	00	..	..	..	..	..	..

TABLE B.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of road.	Total cost of equip- ment.	Total cost of road and equipment.	Value of real estate held by the com- pany, exclusive of roadway.	Average cost of con- struction per mile.	Average cost of equip- ment per mile.
Dillsburg and Mechanicsburg, . . .	\$166,171	86	\$166,171	85		
Dunkirk, Allegheny Valley and Pittsburgh,	4,552,654	35	4,515,879	35	\$50,260	\$53,050
Delaware Western,	742,203	79	816,821	11	30,543	33,614
Danville and Shamokin,	20,000	00	20,000	00		
Danville and Riverside,	8,897	58	8,897	58		
East Brandywine and Waynesburg, East Broad Top,	537,484	57	537,484	57	25,097	3,847
East Mahony,	915,342	82	1,052,890	92	36,686	
East Pennsylvania,	392,550	00	392,550	00	52,852	
East Pennsylvania,	1,884,683	79	1,884,683	79		
Ebensburg and Creason,	122,000	00	122,000	00		
Edgewood,	28,172	36	30,172	36		
Elmira and Williamsport,	2,268,000	00	2,620,000	00	29,439	4,589
Elrie and Pittsburgh,	8,180,937	26	5,076,682	44	31,419	18,725
Eminton, Shippenville and Clarion, Fayette County,	513,476	05	393,653	78	10,449	2,672
Foxburg, St. Petersburg & Clarion, Frankford and Holmesburg, Geneva, Hornellsville & Pine Creek, Grenlick and Narrow Gauge, Hanover Junction, Hanover and Gettysburg,	130,000	00	180,000	00	9,323	3,050
	121,264	68	180,950	61		
	442,175	00	442,175	00		
	26,017	84	32,343	36	7,438	1,807
Gettysburg,	337,816	00	479,138	36	12,927	3,044
Hanover Junction and Susquehanna, Harrisburg, Portsmouth, Mt. Joy and Lancaster,	203,256	06	203,256	03		
Harrisburg and Potomac,	1,882,550	00	1,882,550	00	29,439	205
Huntingdon & Broad Top Mountain, Hanover and York,	827,987	83	833,758	83	19,126	
Huntingdon, Fulton and Franklin, Ironton,	4,376,091	88	4,376,091	38		
	344,310	20	344,310	20		
	2,000	00	2,000	00	25,000	1,800
	250,000	00	268,000	00		

Jamestown and Franklin,	2,530,872	61	14,378,000	00	79,978,000	00	150,000	00	1,084,730	50	833,382	76	4,398,050	00	2,530,872	61	49,627	64	13,227	00
Jefferson,	4,398,050	00													4,398,050	00				
Jersey Shore, Pine Creek and Buffalo Junction,	833,382	76													833,382	76				
Kendall and Eldred,	1,084,730	50													1,084,730	50				
Lake Shore and Michigan Southern,	150,000	00													150,000	00				
LANCASTER and Reading, (narrow gauge.)	65,600,000	00	14,378,000	00	79,978,000	00									79,978,000	00			13,227	00
Lawrence,	142,041	43													142,041	43				
Lawrenceville and Evergreen,	800,848	72													800,848	72				
Lehigh and Lackawanna,	23,481	00													23,481	00			2,680	81
Lehigh and Susquehanna,	975,100	00													975,100	00				
Lehigh Valley,	13,844,255	90													13,844,255	90				
Lewisburg, Centre & Spruce Creek,	28,861,189	76	8,480,829	88	32,342,019	58									32,342,019	58				
Ligonier Valley,	1,404,089	83													1,404,089	83				
Little Saw Mill Run,	64,654	29													64,654	29				
Littlestown,	106,967	13	29,175	00	136,162	13									136,162	13			9,725	00
Little Schuylkill Navigation,	115,616	00													115,616	00				
Lykens Valley,	1,416,187	00													1,416,187	00				
McKean and Buffalo,	578,767	24	17,000	00	595,767	24									595,767	24				
Mifflin and Centre County,	804,375	68	84,848	16	889,223	84									889,223	84			1,578	28
Mill Creek and Mine Hill Navigation,	289,551	74													289,551	74				
Monongahela Inclined Plane,	323,045	00													323,045	00				
Mont Alto,	303,383	00	16,617	00	320,000	00									320,000	00				
Montrose,	332,141	18	37,909	14	370,050	32									370,050	32			865	46
Mount Carbon and Port Carbon,	282,815	45													282,815	45			1,353	89
Mount Pleasant and Broad Ford,	201,669	69													201,669	69				
Muncy Creek,	*345,450	00	9,300	00	354,750	00									354,750	00			1,550	00
Nesquehoning Valley,	1,397,279	42													1,397,279	42				
New Castle and Beaver Valley,	852,682	96													852,682	96				
New Castle and Franklin,	56,203	26													56,203	26			1,550	40
Newry,	23,573	71													23,573	71				
Northern Central,	18,208,050	42	4,196,107	85	17,402,167	77									17,402,167	77				
North-East Pennsylvania,	291,881	26													291,881	26				
North Pennsylvania,	8,394,077	96	1,750,935	65	10,145,013	01									10,145,013	01				
Olena, Bradford and Warren,	135,816	62													135,816	62				
Peach Bottom,			73,040	00	73,040	00									73,040	00				
Pennsylvania,	32,469,544	48	17,683,804	49	50,162,848	97									50,162,848	97				
Pennsylvania Coal,	2,000,000	00													2,000,000	00				
People's,	83,517	12	33,465	29	119,982	41									119,982	41				
Perkiomen,	2,037,733	23													2,037,733	23			53,047	62
Philadelphia and Baltimore Central,	1,894,756	21	259,820	74	2,124,576	95									2,124,576	95			4,568	26

TABLE B.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of road.	Total cost of equip- ment.	Total cost of road and equipment.	Value of real es- tate held by the company, exclu- sive of roadway.	Average cost of construction per mile.	Average cost of equipment per mile.
Philadelphia and Chester County,	\$153,398	25	\$153,398	\$5,500	24	40
Philadelphia and Erie,	26,176,101	35	26,176,101			
Philadelphia, Germantown and Nor- ristown,	1,139,078	84	1,507,036	500,793	94	\$18,399
Philadelphia, Newton and New York,	1,878,500	00	1,878,500	52,500		
Philadelphia and Reading,	98,201,438	17	47,556,875	7,084,844	95	12,591
Philadelphia and Trenton,	1,799,295	19	1,799,295	70,534		
Philadelphia, Wilmington and Bal- timore,	18,029,265	96	18,029,265	894,972	78	
Pickering Valley,	476,342	63	476,342	800	21	
Pittsburgh and Castle Shannon,	455,527	18	548,634		13	10,845
Pittsburgh, Cincinnati and St. Louis,	16,107,884	85	19,842,294	15,000	16	19,180
Pittsburgh and Connellsville,	12,018,670	98	12,489,369	93,911	71	2,705
Pittsburgh and Chicago,	38,619,806	86	38,619,806		90	
Pittsburgh and Lake Erie,	3,814,054	27	4,844,045	807,711	42	7,533
Pittsburgh, Virginia and Charleston, Plymouth,	1,861,464	97	2,057,884		95	6,547
Point Breeze,	286,545	19	288,545		85	
Pittsburgh, Titusville and Buffalo,	4,183	75	4,183			
Reading and Columbia,	8,478,622	16	9,061,122	40,000	52	4,885
Salisbury,	2,104,084	56	2,349,325	62,536	09	3,877
Schuylkill Valley Navigation and Railroad,	218,360	76	228,876	575	92	948
Selinsgrove and North Branch,	576,840	96	576,840			
Shamokin Valley and Pottsville,	216,300	91	216,300			
South Mountain Railway and Mining,	1,208,050	00	1,208,050	4,543,350		
Southern Pennsylvania Railway and Mining,	342,841	34	388,480		41	2,568
	974,065	86	974,065		90	

South-West Pennsylvania,	1,568,299	87	..	..	..	1,568,299	87	..	..	..	84,859	87	..	..	..
State Line and Sullivan,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stony Creek,	497,138	23	..	..	..	497,138	23	..	..	..	48,285	86	..	..	..
Sunbury, Hazleton, and Wilkes-	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Barre,	3,500,000	00	..	..	..	3,500,000	00	..	..	..	..	..	..	..	..
Sharon,	856,064	67	..	..	..	856,064	67	..	..	..	35,000	00	..	..	..
Slate Ridge and Delta,	109	00	..	..	..	109	00	..	..	..	109	00	..	..	..
Tioga,	1,539,836	04	..	..	85	2,045,934	89	..	..	..	23,644	65	..	7,442	68
Trescow,	231,454	81	..	..	..	231,454	81	..	..	..	..	..	..	..	..
Tyrone and Clearfield,	1,000,000	00	..	..	..	1,000,000	00	..	..	..	16,898	44	..	..	..
Waynesburg and Washington,	139,342	89	..	..	41	159,718	30	..	..	..	4,875	52	..	712	97
West Chester,	165,000	00	..	..	20,875	165,000	00	..	..	..	..	..	..	..	..
West Chester and Philadelphia,	1,896,177	51	..	..	..	2,049,189	51	..	..	..	339,073	37	..	6,198	17
Western Maryland,	4,586,895	07	..	..	..	4,536,895	07	..	..	..	25,000	00	..	..	..
Western Pennsylvania,	3,990,507	06	..	..	..	3,990,507	06	..	..	..	..	..	..	..	..
Wheeling, Pittsburgh, and Balti-	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
more,	462,820	66	..	..	..	462,820	66	..	..	..	10,000	00	..	..	..
Willcox and Howard Hill Improve-	72,428	98	..	..	..	72,428	98	..	..	..	..	..	..	..	..
ment Company,	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total,	\$482,885,679	05	..	..	30	\$565,029,919	85	..	..	..	\$3,292,141	23	..	\$466,474	55
			..	..	30	\$82,144,312	30	..	..	..	\$33,100,480	02	..	..	..

* As per last report.

B RAILROAD REPORT.

TABLE 6.—CHARACTERISTICS OF ROAD.

[illegible]

Dunkirk, Allegheny Valley & Pittsburgh,	90.60	11.90	102.50	18	1	9	21	12	6	2	3	88
Delaware and Western,	20.00	4.55	24.55	10	5	12	2	4	8		2	80
Danville and Shamokin,	8.00		8.00	1								
East Brandywine and Waynesburg,	28.11	1.70	29.81	80		40	2					
East Broad Top,	30.00		30.00	17		9	6	2	2	10	2	177
East Mahanoy,	10.70	4.17	14.87	3	6	4	2	1				
East Pennsylvania,	54.30	16.60	70.90	23	7	10	12	5				
Edenburg and Cresson,	11.00		11.00	1		3	1					
Edgewood,	1.00		1.00					1				
Elmira and Williamsport,	76.70		76.70	26		21	8		29	5	4	1,331
Erle and Pittsburgh,	84.49	26.50	110.99	8	4	1	20	6				72
Emmorton, Shippensburg, and Clarion,	29.70	2.40	32.10	1		20	6					
Fayette County,	12.66		12.66	22		16	1		3	1	1	19
Foxburg St. Petersburg and Clarion,	13.20		13.20	1		8	1		8			
Frankford and Holmesburg,	4.16	.36	5.11	5		7	1					
Germanstown and Chestnut Hill,	10.00		10.00									
Geneva, Honesville and Pine Creek,	122.00											
Greenlick Narrow Gauge,	8.50		8.50	5		8	1		1			17
Hanover Junction, Hanover & Gettysburg	30.00	2.90	32.90	19	1	16	5		8	3	2	75
Hanover Junction and Susquehanna,	34.00		34.00									
Harrisburg, Portsmouth, Mt. Joy & Lanc.	36.40	18.00	54.00									
Harrisburg and Potohann,	28.12		28.12	33		17	3		1			6
Huntingdon and Broad Top Mountain,	61.30	16.00	77.30	28	4	28	10	18	4		8	61
Hanover and York,	18.00		18.60									
Huntingdon, Fulton and Franklin,	82.50	4.00	82.50	10			2		2			
Ironton,	10.00		10.00									
Janestown and Franklin,	62.80	16.81	69.61	9	1	13	9	1			1	
Jonestown,	44.80	84.50	79.30	51	1	10	7					
Jefferson,	118.00		118.00									
Jersey Shore, Pine Creek and Buffalo,	3.12		3.12		4			1				
Junction,	15.00		15.00									
Kendall and Eldred,	5.50		5.50	1		8	2		6	2		65
Key-stone Coal and,	540.37	471.92	1,165.19	76	11	318	132	499	99	68	81	10,789
Lake Shore and Michigan Southern,	34.00	15.50	49.50									80
Lancaster & Reading, (narrow gauge,)	22.40		22.40	4	1	15	3					
Lawrence,	2.61		2.61	13	1	10	2		1	1		
Lawrenceville and Evergreen,	25.00	2.00	27.00	2		4	1					
Lehigh and Lackawanna,	154.75	80.00	258.45	87	21	18	45	19	15	11	1	22,619
Lehigh and Susquehanna,	181.00	9.60	522.58	28	5	26	118	45	71	36		28,942
Lehigh Valley,	43.42	182.40	45.97	19		28	3	2				
Lewistown, Centre and Spruce Creek,	10.50	2.50	13.00	3		11	3		1	1	1	16
Littleton V. Hwy,	3.00	1.50	4.50	4					2			78
Little Saw Mill Run,	10.00		10.00	3								
Littlestown,	9.50		9.50	5		6	1					

TABLE C.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Number of wooden bridges.	Number of stone bridges.	Number of iron bridges.	Number of depots or stations.	No. of wood and water stations.	Number of tunnels.	Number of engines.	No. of first class passenger cars.	No. of second class passenger cars.	No. of baggage, mail, and express cars.	No. of freight cars of all classes.
Little Schuylkill Navigation,	81.20	7.50	27.20	65.90	83	.	2	11	5	.	7	.	2	1	15
Lykens Valley,	20.75	.	.	20.75	3	.	1	9	4	.	2	.	.	1	5
McKean and Buffalo,	22.15	4.65	.	26.80	19	.	.	10	4	.	.	.	.	1	.
Millin and Centre County,	12.42	4.09	.	17.11	16	.	.	16	1	.	.	.	.	.	.
Mill Creek and Mine Hill Navigation,	7.27	.	.	7.27	78	2	2	6	2	.	.	.	.	.	.
Mine Hill and Schuylkill Haven,	66.50	71.00	.	137.50	.	.	1	.	.	.	.	.	.	.	.
Montongahela Inclined Plane,	.	.	.	.	11	.	1	2	.	.	1	.	.	.	.
Mont Alto,	10.25	7.70	.	17.95	4	.	.	12	2	.	2	1	1	1	14
Montrose,	28.00	.	.	28.00	4	.	.	13	3	.	.	.	.	.	.
Mount Carbon and Port Carbon,	2.50	13.00	.	2.50	1	.	1	2	2	.	.	.	.	.	.
Mount Oliver Inclined Plane,	.	.	.	.	1	.	4	.	.	.	.	2	.	.	.
Muncy Creek,	6.75	.	.	6.75	4	.	.	4	2	.	1	.	.	.	.
Nesquehoning Valley,	16.50	1.12	.	17.62	12	.	.	12	4	1	.	.	.	.	.
New Castle and Beaver Valley,	19.72	.	.	19.72	3	6	.	7	2	.	.	.	.	.	.
New Castle and Franklin,	83.00	.	.	38.00	7	.	.	20	3	.	3	.	2	.	29
New Castle and Mining,	4.00	.	.	4.00	2	.	.	.	3	.	3	.	.	.	62
Newry,	1.00	.	.	1.00	.	.	.	1	.	.	.	.	.	.	.
Northern Central,	146.60	74.66	175.00	396.26	80	31	58	61	23	2	152	60	9	42	4,629
North East Pennsylvania,	10.70	.	.	9.80	5	.	.	11	12	.	.	.	.	.	.
North Pennsylvania,	168.62	.	.	168.62	4	1	25	54	12	2	58	63	.	32	1,148
Olena, Bradford and Warren,	10.43	.	.	10.43	1	.	.	8	1	.	3	2	2	2	83
Peach Bottom,	60.00	2.90	.	60.00	18	.	.	38	10	.	6	3	6	2	41
Pennsylvania,	429.91	567.73	961.54	2,955.54	115	81	168	1,075	148	7	877	399	151	174	16,198
Pennsylvania Coal,	47.00	25.00	.	47.00	5	.	.	6	1	1	2	11	.	.	2,860
Pennsylvania and New York Canal and,	118.22	.	.	118.22	5	.	23	29	15	.	50	.	11	.	1,654
People's,	6.00	.	.	6.00	1	.	.	.	.	.	3	.	.	.	.
Perkimen,	38.50	7.90	.	46.40	14	.	6	26	4	1	.	.	.	.	.
Philadelphia and Baltimore Central,	46.00	7.00	11.00	64.00	28	.	3	35	3	.	10	8	.	3	121
Philadelphia and Erie,	287.49	.	.	287.49	130	.	14	153	46	.	.	.	.	.	.

	28.25	553.80	494.50	28.25	6	5	14	21	4	24	45	18	92
Philadelphia, Germantown & Norristown	28.25			28.25	205	112	118	21	4				
Philadelphia, Newton and New York,	22.00			22.00	13	12	7	22	119	10	340	76	20,573
Philadelphia and Reading,	331.50			1,689.80	18	82	88	40			88		
Philadelphia and Trenton,	26.44			26.44	2			144	16	74	134	37	1,263
Philadelphia, Wilmington & Baltimore,	112.18			212.88	11.80			9					
Pickering Valley,	11.80			6.00	42	25	19	14	2	5	4	1	403
Pittsburgh and Castle Shannon,	6.00			1,171.20	12	1	27	588	109	19	21	26	8,391
Pittsburgh, Cincinnati and St. Louis,	200.04			175.26	15	41	67	70	26	4	15	7	206
Pittsburgh and Connellsville,	153.76			505.52	3	9	18	156	50	278	127	59	6,782
Pittsburgh, Fort Wayne and Chicago,	468.30	2.35		70.35	11			17	4			1	693
Pittsburgh and Lake Erie,	68.00			36.20	10			4	1				
Pittsburgh, Virginia and Charleston,	36.20			9.25	72	2	5	35	13				
Plymouth,	9.25			120.00	4			8	2				
Pittsburgh, Titusville and Buffalo,	120.00				3	1		12	1				
Pennsylvania Company,		9.90	15.25		37			11	6				
Reading and Columbia,	51.77			76.82	1			10	3	3	2		11
Salisbury,	10.75	.40		11.15	49			15	2				
Schuylkill Valley Nav. and R. R. Co.,	18.57	4.25		22.82	1			58	6				
Selinsgrove and North Branch,	38.00				10			7	3				
Shamokin Valley and Pottsville,	31.80	12.23		44.03	3			10	8				
Somersett and Cambria,	9.00			17.78	1			15	2				
South Mountain Railway and Mining,	17.78				3			10	3	3			
Southern Penn'a Railway & Mining Co.,	23.00				49			58	6				
South-West Pennsylvania,	44.88	9.23		54.09	10			7	3	2	2	1	
State Line and Sullivan,	24.00	1.80		25.00	66			8	1				
Stony Creek,	10.30			12.10	13			30	4				
Sunbury and Lewisburg,	44.00	6.98		44.00	6			28	5				
Sunbury, Hazleton and Wilkes-Barre,	43.44	4.00		49.82	22	2		5	1				
Sharon,	9.00			13.00									
Susquehanna and Clearfield,	35.00		6.60	68.00	46			22	9	17	5	3	949
Tioga,	48.00	13.40		6.50	3			2	2				
Trebleton,	6.50	8.56		69.45	28			56	8				
Tyrone and Clearfield,	60.89	.65		28.58	18			26	3	2	1	2	11
Waynesburg and Washington,	27.93	9.24		9.79	10			18	2				
West Chester,	9.24	4.50		30.80	112	4		24	5	10	22	5	68
West Chester and Philadelphia,	26.30	11.50		101.50	34	6		53	9	13	21	5	306
Western Maryland,	90.00	21.05		81.55	12	1		11	16				
Western Pennsylvania,	63.50			32.00	16			10	4	6			
Wheeling, Pittsburgh and Baltimore,	32.00	11.80		81.80				38	9	11	4	3	137
Wilmington and Northern,	70.50												
Total,	8,220.13	2,893.34	3,199.64	15,011.89	2,430	553	869	5,244	1308	67	3,864	1,696	157,739

TABLE D.—DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

NAME OF COMPANY.	No. of miles run by passenger trains.	No. of miles run by freight trains.	No. of miles run by coal trains.	No. of through passengers for the year on main road.	No. of passengers (all classes) carried in cars.	No. of tons of 2,000 pounds of freight for the year on main road.	Gross amount of tonnage for the year, 2,000 pounds per ton.
Allegheny Valley,	478,560	840,846	. . . . .	15,900	788,550	42,845	2,835,820
Atlantic and Great Western,	1,120,323	4,253,092	. . . . .	137,746	913,491	1,731,876	8,259,818
Belleville and Snow Shoe,	28,350	35,726	. . . . .	10,982	10,982	71,774	83,968
Bell's Gap,	27,590	. . . . .	. . . . .	12,152	12,785	87,813	85,628
Buffalo, New York and Philadelphia,	132,394	465,334	. . . . .	1,242	207,239	361,963	1,068,256
Berlin Branch,	4,368	. . . . .	. . . . .	. . . . .	4,809	. . . . .	7,126
Berlin,	5,000	. . . . .	. . . . .	1,288	1,727	. . . . .	4,568
Catsaquas and Fogelsville,	25,040	. . . . .	26,292	350	5,460	42,806	299,023
Chartiers,	45,328	17,955	4,284	. . . . .	132,688	1,477,552	167,608
Cleveland and Pittsburgh,	529,317	1,512,642	. . . . .	32,993	690,398	591,459	1,810,187
Cornwall, Cowanesque and Antrim,	56,653	24,101	107,708	2,179	60,668	239,214	707,885
Cornwall, . . . . .	. . . . .	21,098	. . . . .	. . . . .	. . . . .	338,177	537,371
Cumberland Valley,	191,121	135,024	. . . . .	11,160	323,045	9,188	374,172
Delaware and Hudson Canal,	78,876	56,840	653,087	1,160	182,835	95,849	3,102,849
Delaware, Lackawanna and Western,	470,431	651,598	2,973,067	13,290	500,709	61,130	5,283,442
Dillsburg and Mechanicsburg,	3,941	6,315	. . . . .	. . . . .	16,034	. . . . .	. . . . .
Dunkirk, Allegheny Valley and Pittsburgh,	154,140	276,644	. . . . .	20,583	114,866	175,267	254,164
Delaware Western,	36,000	. . . . .	. . . . .	9,545	82,204	85,116	113,937
East Broad Top,	25,844	49,768	. . . . .	485	23,655	67,684	169,692
Edgewood, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	92,000
Elmira and Williamsport,	147,951	508,457	. . . . .	30,130	121,681	698,040	1,118,693
Erie and Pittsburgh,	147,673	402,755	. . . . .	6,279	125,942	21,415	715,282
Emmorton, Shippensburg and Clarion, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	49,179	. . . . .	11,097
Foxburg, St. Petersburg and Clarion, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	29,453	. . . . .	5,202
Greenlick Narrow Gauge, . . . . .	. . . . .	2,700	. . . . .	. . . . .	200	12,567	12,567
Hanover Junction, Hanover and Gettysburg,	39,550	. . . . .	36,800	16,695	36,231	57,488	57,485
Harrisburg and Potomac,	20,034	. . . . .	. . . . .	6,501	6,501	. . . . .	35,780
Huntingdon and Broad Top Mountain,	58,810	27,810	94,775	6,267	46,660	283,898	415,337
Ironton, . . . . .	. . . . .	9,610	. . . . .	. . . . .	. . . . .	60,531	80,531

Junction,	10,030	46,800	. . . . .	278,125	. . . . .	. . . . .	40,862
Kendall and Eldred,	39,120	39,290	. . . . .	201,740	. . . . .	. . . . .	57,490
Keystone Coal and, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1,053,977	. . . . .	7,541,794
Lake Shore and Michigan Southern,	2,234,304	7,506,016	. . . . .	2,803,046	. . . . .	. . . . .	702,189
Lawrence,	27,808	104,280	. . . . .	35,527	. . . . .	. . . . .	. . . . .
Lawrenceville and Evergreen,	11,850	. . . . .	. . . . .	28,912	. . . . .	. . . . .	49,760
Lehigh and Lackawanna, . . . . .	. . . . .	. . . . .	. . . . .	17,735	. . . . .	8,362	5,074,206
Lehigh and Susquehanna,	382,137	194,879	. . . . .	421,298	. . . . .	6,082	7,670,028
Lehigh Valley,	822,230	1,253,002	. . . . .	930,204	. . . . .	. . . . .	12,642
Ligonier Valley,	12,875	. . . . .	. . . . .	13,176	. . . . .	11,890	540,080
Little Saw Mill Run, . . . . .	. . . . .	. . . . .	. . . . .	1,382	. . . . .	180,080	465,908
Lykens Valley,	28,009	. . . . .	. . . . .	21,248	. . . . .	465,908	100,349
McKean and Buffalo,	40,053	. . . . .	. . . . .	23,822	. . . . .	210,386	. . . . .
Monongahela Inclined Plane, . . . . .	. . . . .	. . . . .	. . . . .	385,489	. . . . .	. . . . .	22,634
Mont Alto, . . . . .	. . . . .	. . . . .	. . . . .	20,810	. . . . .	. . . . .	9,181
Montrose, . . . . .	. . . . .	. . . . .	. . . . .	10,384	. . . . .	157	. . . . .
Mount Oliver Inclined Plane,	26,000	. . . . .	. . . . .	228,478	. . . . .	. . . . .	11,584
Muncy Creek,	7,200	7,200	. . . . .	2,774	. . . . .	11,584	1,004,916
New Castle and Beaver Valley,	38,330	155,888	. . . . .	103,673	. . . . .	8,947	68,692
New Castle and Franklin,	23,550	28,150	. . . . .	32,791	. . . . .	24,524	9,475
New Castle and Mining, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	3,964,918
Northern Central,	642,056	2,064,121	. . . . .	1,109,081	. . . . .	835,959	12,237
North-East Pennsylvania, . . . . .	. . . . .	31,458	. . . . .	69,582	. . . . .	12,237	607,724
North Pennsylvania,	863,048	275,502	. . . . .	589,547	. . . . .	217,375	8,212,641
New York, Lake Erie and Western,	3,192,618	8,467,847	. . . . .	4,894,527	. . . . .	. . . . .	18,195
Olena, Bradford and Warren,	33,804	12,520	. . . . .	151,838	. . . . .	. . . . .	22,624
Peach Bottom, . . . . .	. . . . .	. . . . .	. . . . .	47,670	. . . . .	. . . . .	18,684,041
Pennsylvania,	3,715,628	12,395,139	. . . . .	5,948,645	. . . . .	2,076,540	1,518,630
Pennsylvania Coal,	41,816	20,658	. . . . .	9,416	. . . . .	1,233,701	2,104,551
Pennsylvania and New York Canal and,	261,154	259,923	. . . . .	140,118	. . . . .	. . . . .	310,729
Perkiomen,	131,014	126,550	. . . . .	66,458	. . . . .	263,953	146,350
Philadelphia and Baltimore Central,	104,062	52,111	. . . . .	202,124	. . . . .	66,904	4,130,126
Philadelphia and Erie,	864,938	2,157,002	. . . . .	449,102	. . . . .	830,101	14,673,159
Philadelphia and Reading,	2,101,392	2,326,192	. . . . .	7,908,648	. . . . .	9,660,624	3,156,040
Philadelphia and Trenton,	428,500	228,000	. . . . .	1,745,977	. . . . .	2,885,275	1,065,142
Philadelphia, Wilmington and Baltimore,	908,708	756,566	. . . . .	2,371,114	. . . . .	642,707	71,493
Pittsburgh and Castle Shannon,	30,000	. . . . .	. . . . .	143,893	. . . . .	. . . . .	2,728,461
Pittsburgh, Cincinnati and St. Louis,	683,986	2,304,461	. . . . .	771,103	. . . . .	1,342,854	2,045,367
Pittsburgh and Connellsville,	449,238	1,088,098	. . . . .	852,542	. . . . .	1,439,219	3,736,324
Pittsburgh, Fort Wayne and Chicago,	1,833,635	6,636,128	. . . . .	2,230,384	. . . . .	270,243	871,461
Pittsburgh and Lake Erie,	162,053	147,452	. . . . .	. . . . .	. . . . .	216,860	625,609
Pittsburgh, Titusville and Buffalo,	189,531	252,396	. . . . .	236,554	. . . . .	. . . . .	349,361
Reading and Columbia,	142,999	164,723	. . . . .	200,130	. . . . .	. . . . .	. . . . .

TABLE D.—DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.—Continued.

NAME OF COMPANY.	No. of miles run by passenger trains.	No. of miles run by freight trains.	No. of miles run by coal trains.	No. of through passengers for the year on main road.	No. of passengers, (all classes,) carried in cars.	No. of tons of 2,000 lbs. of through freight for the year on main road.	Gross amount of tonnage for the year, 2,000 lbs. per ton.
Salisbury,	16,089	80,879	15,900	515	7,454	517	91,582
Shamokin Valley and Pottsville,	24,013			1,414	46,443	58,054	1,149,275
South Mountain Railway and Mining,					86,666		37,321
State Line and Sullivan,	32,790			553	8,154		52,963
Stony Creek,	22,330			7,249	18,725	6,033	6,305
Tioga,	66,865	36,082	184,872	4,431	78,186	670,720	691,137
Waynesburg and Washington,	32,700			8,230	24,232	4,369	8,009
West Chester and Philadelphia,	209,384	16,848	29,558	228,055	788,127	40,646	95,439
Western Maryland,	431,380				862,168	186,220	186,220
Wheeling, Pittsburgh and Baltimore,	28,680	21,168		826	44,026		15,130
Wilmington and Northern,	113,799	47,148		3,823	93,538	12,503	241,352
Total,	24,017,273	58,662,775	14,484,645	3,612,026	41,588,552	81,440,789	111,727,809

TABLE E.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other oils.
Allegheny Valley,	7,801	1,029,810	453,467	90,108	2,392	..	118,454
Atlantic and Great Western,	74,441	612,193	235,317	144,266	..	157,146	426,142
Bellefonte and Snow Shoe,	62	68,543	23	..	..	106	..
Bell's Gap, . . . . .	..	84,184	..	..	..	..	..
Buffalo, New York and Philadelphia,	141,984	321,049	383,448	235	142	15,145	992
Berlin, . . . . .	..	3,948	11	..	10	17	..
Catsaqua and Fogelsville,	16,395	2,111	..	..	..	..	..
Chartiers,	129,266	..	170	27,369	6	..	157,988
Cleveland and Pittsburgh, . . . . .	..	911,085	33,137	65,553	13,227	179	..
Corning, Cowanesque and Antrim, . . . . .	..	653,034	160	..	510	80	308,483
Cornwall, . . . . .	..	..	..	..	..	..	..
Cumberland Valley,	106,059	17,997	1,519	90,763	1,479	7,244	298,736
Delaware and Hudson Canal Company,	96,535	..	..	13,896	..	..	64,854
Delaware, Lackawanna and Western,	2,930,481	43,282	6,793	59,906	75,809	39,103	84,763
Dunkirk, Allegheny Valley and Pittsburgh,	4,444,629	30,217	158,090	17	..	1,427	113,142
Delaware Western,	9,711	65,448	100	835	..	..	..
East Broad Top,	3,522	109,459	132	19,705	..	..	18,997
Elmira and Williamsport,	12,226	..	255	4,234	29,985	9,826	21,348
Elrie and Pittsburgh,	666,992	360,072	5,639	53,412	414	16,744	1,483
Emmorton, Shippensville and Clarion,	12	1,935	..	..	..	..	111,018
Foxburg, St. Petersburg and Clarion,	734	..	..	..	..	..	..
Grenlick and Narrow Gauge,	526	47	..	..	..	..	..
Hanover Junction, Hanover and Gettysburg,	10,250	..	..	..	..	..	12,393
Harrisburg and Potomac,	4,890	532	3	1,816	..	9	9,207
Huntingdon and Broad Top Mountain,	1,043	313,535	236	10,569	1,806	325	22,680
Ironton,	6,578	..	..	..	..	..	32,344
Kendall and Eldred, . . . . .	..	5,130	..	..	..	9,853	61,556
Keystone Coal and, . . . . .	..	57,490	..	..	..	..	..
Lake Shore and Michigan Southern,	822,823	730,018	470,991	142,589	55,517	184,542	60,913
Lawrence,	116	273,588	165	44,089	1,221	12,989	231,023
Lehigh and Lackawanna,	12,674	10	5	..	..	80	14,733
Lehigh and Susquehanna,	4,579,629	921	61,259	50,406	300	17,801	151,176

TABLE E.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Lehigh Valley,	4,885,199	53,499	389,551	317,242	69,895	.	475,310
Ligonier Valley, . . . . .	.	76	.	.	.	.	43
Little Saw Mill Run, . . . . .	.	180,030	.	.	.	.	.
Lykens Valley,	457,979	.	.	.	.	.	.
McKean and Buffalo,	275	79,298	5,446	.	.	.	.
Mont Alto, . . . . .	.	7,372	.	.	3,541	.	4,570
Montrose,	3,703	.	.	.	.	.	.
Muncy Creek,	624	225	.	.	.	.	.
New Castle and Beaver Valley,	123	248,577	916	89,573	2,306	26,408	233,473
New Castle and Franklin, . . . . .	.	35,439	451	46	.	7,270	10,312
Northern Central, . . . . .	.	1,319,940	325,526	77,869	48,706	36,416	77,897
North-East Pennsylvania,	5,193	.	.	.	.	.	.
New York, Lake Erie and Western, . . . . .	.	4,410,327	.	.	.	.	.
Olena, Bradford and Warren, . . . . .	.	2,125	.	.	.	4,539	.
Peach Bottom,	633	.	.	.	.	.	.
Pennsylvania,	1,078,146	5,301,843	913,042	641,253	216,414	361,907	572,351
Pennsylvania Coal,	1,546,210	.	.	.	.	.	.
Pennsylvania and New York Canal and,	963,331	329,901	.	24,423	16,235	.	1,965
Perkiomen,	6,126	.	12	1,735	.	14	6,230
Philadelphia and Baltimore Central,	28,856	506	276	4,369	.	.	8,490
Philadelphia and Erie,	1,004,707	549,174	708,397	31,858	57,837	67,763	18,003
Philadelphia and Reading,	7,856,741	268,549	89,966	339,174	110,456	340,854	741,439
Philadelphia, Wilmington and Baltimore,	85,056	28,473	18,468	14,527	3,764	96,424	2,596
Pittsburgh and Castle Shannon, . . . . .	.	71,423	.	.	.	.	.
Pittsburgh, Cincinnati and St. Louis,	913,813	.	11,018	47,511	60,222	82,590	60,692
Pittsburgh and Connellsville, . . . . .	.	1,600,386	25,900	46,898	16,630	75,639	49,994
Pittsburgh and Port Wayne and Chicago,	89,563	919,928	23,462	137,293	59,534	121,917	200,183
Pittsburgh and Lake Erie,	11,243	57,103	867	21,195	5,376	55,905	122,144
Pittsburgh, Titusville and Buffalo,	206,032	279,014	182,961	.	.	32,638	.
Reading and Columbia, . . . . .	.	.	.	.	.	.	.
Salisbury, . . . . .	.	90,806	.	.	.	.	.
Shamokin Valley and Pottsville, . . . . .	.	1,069,474	72	7,492	255	2,410	1,089

TABLE B - THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS. - Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Allegheny Valley,	61,487	26,303	158,301	1,886	178,928	269,218
Atlantic and Great Western,	420	495,551	268,082	76,457	61,627	567,149
Belleville and Snow Shoe,		698	424		6,123	6,941
Bell's Gap,			528		3,259	690
Buffalo, New York and Philadelphia,	3,974	33,835	45,136	1,058	102,258	14,513
Berlin,	42	324	146		52	
Chataqua and Fogselsville,	83,443	88,619	8,210		2,470	14,016
Chartiers,	15,958	9,028	5,660	8,686	2,541	1,136
Cleveland and Pittsburgh,	52,808	61,647	183,857	19,626	79,814	46,937
Corning, Cowanesque and Antrim,	450	4,677	14,989	40	28,639	5,266
Coruwall,	25,775					16,035
Cumberland Valley,	3,212	54,820	67,850	6,572	84,118	2,586
Delaware and Hudson Canal Company,		18,626	28,622	8,291	30,596	7,468
Delaware, Lackawanna and Western,	105,978	176,043	96,789	53,339	105,031	11,593
Dunkirk, Allegheny Valley and Pittsburgh,	2,582	6,037	19,468	680	21,868	4,067
Delaware Western,	2,229	1,235	8,864	45	5,686	447
East Broad Top,	44	676	2,682		878	2,556
Elmira and Williamsport,	2,232	282,137	111,884	11,041	44,221	4,423
Erie and Pittsburgh,	61,284	6,805	10,161	8,923	13,471	62,327
Fauleton, Shippensburg and Clarion,		1,160	6,336		736	193
Foxburg, St. Petersburg and Clarion,		811	3,948		199	175
Greenlick Narrow Gauge,			174			
Hanover Junction, Hanover and Gettysburg,	15,115			129	4,449	16,334
Harrisburg and Potomac,		3,264	2,946			186
Huntingdon and Broad Top Mountain,	21,381	858	15,409	606	17,734	
Ironton,	10,415					
Kendall and Eldred,	231	2,134	8,522		12,130	1,580
Lake Shore and Michigan Southern,	144,540	2,119,121	816,939	616,845	688,444	2,362
Lawrence,	102,495	2,187	13,113	4,935	4,884	1,248,532
						12,034

	19,491	185	206	51	246	60
Lehigh and Lackawanna,	53,100	23,388	47,968	1,250	64,333	22,675
Lehigh and Susquehanna,	87,240			28,524	96,641	1,276,884
Lehigh Valley,	723	554	762	418	8,380	1,683
Ligonier Valley,						1,109
Little Saw Mill Run,						6,538
Lyzkens Valley,						
McKean and Buffalo,	534	550	5,200		1,893	
Mont Alto,		2,822	2,203		9,047	
Monroe,					2,121	
Muncy Creek,			742	9,281	2,568	2,751
New Castle and Beaver Valley,	84,233	11,214	36,955	10,403	11,893	25,858
New Castle and Franklin,		278	4,420	678	8,660	1,143
Northern Central,	60,234	1,100,320	562,911	33,777	299,882	21,980
North-East Pennsylvania,			7,040			
Olena, Bradford and Warren,	73	987	8,868		6,340	313
Peach Bottom,	2,854	1,991	1,773	2,082	811	12,387
Pennsylvania,	451,247	1,894,741	889,087	871,726	562,475	479,807
Pennsylvania Coal,			893		1,527	
Pennsylvania and New York Canal and,	3,304		686,018	27,459	32,244	
Perkimen,	1,752	63,205	22,317	1,161	4,810	203,833
Philadelphia and Baltimore Central,	4,340	36,709	34,907	1,907	10,965	17,025
Philadelphia and Erie,	28,246	933,505	194,609	18,833	415,183	101,402
Philadelphia and Reading,	894,358	1,122,976	236,836	47,237	902,160	1,712,343
Philadelphia and Trenton,						3,156,010
Philadelphia, Wilmington and Baltimore,	49,207	118,511	374,846	79,322	50,660	173,288
Pittsburgh and Castle Shannon,						65
Pittsburgh, Cincinnati and St. Louis,	54,432	758,676	359,029	162,559	80,078	137,836
Pittsburgh and Connelleville,	60,570	13,929	78,681	2,184	20,082	58,264
Pittsburgh, Fort Wayne and Chicago,	129,801	763,361	458,330	504,708	223,777	154,556
Pittsburgh and Lake Erie,	39,527	6,353	17,155	959	9,749	85,168
Pittsburgh, Titusville and Buffalo,	3,154	6,820	36,568		46,062	28,208
Reading and Columbia,			143,329			
Shamokin Valley and Pottsville,	2,884	6,502	26,928	202	11,485	482
Stony Creek,	166	1,011	1,802	102	485	1,691
Tioga,	2,486	8,269	13,920	632	14,422	513
Waynesburg and Washington,	184	2,904	1,361	867	342	562
West Chester and Philadelphia,	4,338	13,746	22,242	6,630		4,884
Western Maryland,	4,639		29,048	3,127	9,800	50,558
Wheeling, Pittsburgh and Baltimore,	219	2,055	1,859	1,826	2,075	4,158
Wilmington and Northern,	20,086	7,565	32,694		14,763	
	2,269,583	10,246,567	6,227,619	1,122,976	3,730,570	9,925,668

TABLE P.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
Allegheny Valley,	\$339,643	\$1,267,570	\$54,483	82,196	\$1,711,086
Allentown,	891,211	3,084,716	87,788	71,579	4,135,296
Atlantic and Great Western,	894	3,787	287	424	4,970
Bachman Valley,	4,166	36,224	150	1,657	40,968
Bellefonte and Snow Shoe,	2,830	37,339	302	10,221	41,628
Bell's Gap,	128,364	797,081	19,015	18	954,682
Buffalo, New York and Philadelphia,	842	2,157	182	3,018	3,018
Berlin Branch,	539	1,215	32	1,637	1,637
Berlin,	1,652	96,034	3,421	185	98,222
Catawauqua and Fogelsville,	44,716	36,336	56,132	36,430	84,658
Chartiers,	482,042	1,889,504	179	1,136	2,414,150
Cleveland and Pittsburgh,	2,289	6,856	6,229	136,132	9,961
Cotebrookdale,	29,512	282,140	55	34,916	454,014
Corning, Cowanesque and Antrim,	152,422	117,376	15,325	52,439	117,376
Cornwall,	52,478	800,933	4,529	822,129	508,597
Cumberland Valley,	302,422	1,102,141	51,051	19,209	1,211,590
Delaware and Hudson Canal,	3,685	15,135	378	69,228	5,371,297
Delaware, Lackawanna and Western,	57,802	149,580	6,522	3,090	263,134
Dillsburg and Mechanicsburg,	11,385	38,017	845	4,012	53,339
Dunkirk, Allegheny Valley and Pittsburgh,	6,301	84,192	1,233	25,679	97,738
Delaware Western,	98,079	877,331	14,093	5,799	25,679
East Broad Top,	82,538	456,394	14,725	24,142	485,303
East Mahanoy,	26,852	17,393	2,302	40	577,802
Elmira and Williamsport,	11,445	7,685	967	9,000	46,589
Erie and Pittsburgh,	19	8,936	12	50	9,000
Erie and Shippensburg,	13	11	11	24	20,198
Emulton, Shippensburg and Clarion,	67	12	12	50	3,955
Fayette County,	13	11	11	24	3,955
Foxburg, St. Petersburg and Clarion,	13	11	11	24	3,955
Greenlick and Narrow Gauge,	13	11	11	24	3,955

Hanover Junction, Hanover and Gettysburg,	19,203	46	28,277	97	2,487	80	2,911	48	52,890	66
Harrisburg and Potomac,	1,705	91	9,118	81	9	68	465	02	11,294	42
Huntingdon and Broad Top Mountain,	24,608	69	221,253	88	249	20	2,229	19	253,639	86
Irontrun,			32,404	01					3,144	01
Jamestown and Franklin,	25,191	68	135,123	99	8,240	36	620	88	104,176	91
Junction,	15,745	14	151,486	00	6,830	40	3,313	20	177,376	59
Kendall and Eldred,	78,091	55	63,814	85	3,985	30	2,185	53	148,076	38
Lake Shore and Michigan Southern,	8,138,003	59	11,288,260	62	729,141	81	126,086	45	15,271,492	47
Lawrence,	12,217	23	156,888	87	3,431	75	205	19	172,693	07
Lawrenceville and Evergreen,	1,994	44							1,994	44
Lehigh and Lackawanna,	6,423	99	25,639	93	878	89			31,942	81
Lehigh and Susquehanna,	117,360	83	2,292,963	27	3,417	79			2,413,701	89
Lehigh Valley,	384,125	67	1,488,578	38	48,177	10	4,619,482	59	6,510,363	74
Ligonier Valley,	4,781	92	8,250	61	470	46	7	00	13,509	99
Little Saw Mill Run,	138	25	86,424	36			6,456	17	43,014	59
Littletown,	4,831	68	9,760	07	565	59	15	00	15,175	34
Lycena Valley,	7,713	01	133,000	00	1,130	11	246	15	142,090	31
McKean and Buffalo,	8,189	17	38,704	81	1,944	94	1,399	11	50,238	03
Mine Hill and Schuylkill Haven,							321,800	00	321,800	00
Monongahela Inclined Plane,	16,253	89					479	92	16,733	81
Mont Alto,	6,577	35	10,067	35	694	31			17,339	01
Montrrose,	5,685	17	12,467	88	2,319	08	409	97	20,854	10
Mount Oliver Inclined Plane,	10,849	50							10,849	50
Muncy Creek,	741	90	7,162	91	386	73	563	92	8,805	46
New Castle and Beaver Valley,	34,080	93	215,717	30	5,415	59	181	86	255,365	68
New Castle and Franklin,	17,722	01	29,984	65	1,925	75	3,567	12	53,199	56
Northern Central,	419,665	99	2,219,443	31	71,477	66	98,971	00	2,809,558	37
North-East Pennsylvania,	10,688	68	5,809	23	51.0	69	350	50	17,449	10
North Pennsylvania,	230,419	00	416,243	16	11,514	56	933,006	75	1,021,183	84
New York, Lake Erie and Western,	3,118,913	75	12,283,480	99	483,603	22	515,310	75	16,351,338	71
Olema, Bradford and Warren,	41,849	45	29,046	50	2,304	11	2,595	62	75,795	68
Peach Bottom,	14,265	69	23,105	85			2,618	40	39,974	44
Pennsylvania,	3,553,207	00	17,016,893	65	661,951	32	511,481	26	21,743,628	31
Pennsylvania Coal,	6,149	67	5,865	46					12,165	13
Pennsylvania and New York Canal and,							1,322,987	92	1,322,987	92
Peoples',	7,376	83	335	85			285	00	7,997	68
Perkmen,	22,164	34	170,420	61			2,105	49	194,690	44
Philadelphia and Baltimore Central,	90,027	78	155,508	91	7,426	08	2,812	04	255,772	81
Philadelphia and Erie,	340,366	78	2,588,029	65	57,783	88	104,627	50	3,091,807	81
Philadelphia and Reading,	1,994,158	74	11,013,718	06	887,940	77	95,422	58	13,992,239	58
Philadelphia and Trenton,	831,797	12	939,679	69	122,323	49	7,935	80	1,901,736	10
Philadelphia, Wilmington and Baltimore,	1,541,049	95	1,176,081	15	113,877	97	21,080	07	2,852,089	14
Pickering Valley,	1,867	45	1,638	27	154	68	263	47	4,123	87

TABLE P.—RECEIPTS.—Continued.

NAME OF COMPANY.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
Pittsburgh and Castle Shannon.	\$12,404	83	8299	25	83
Pittsburgh, Cincinnati and St. Louis.	762,433	19	186,655	20	19
Pittsburgh and Connelleville.	246,052	67	53,803	88	88
Pittsburgh, Fort Wayne and Chicago.	1,922,652	28	275,452	67	15
Pittsburgh and Lake Erie.	81,386	00	6,175	00	92
Pittsburgh, Virginia and Charleston.	65,637	93	3,786	53	25
Pittsburgh, Titusville and Buffalo.	138,190	12	15,162	44	80
Pennsylvania Company.					78
Reading and Columbia.	72,489	28	2,927	00	43
Salisbury.	1,533	80	218	59	65
Shamokin Valley and Pottsville.	16,040	53	1,478	26	95
Somerset and Cambria.	763	40	101	55	37
South Mountain Railway and Mining.	7,800	46	681	44	41
Southern Pennsylvania Railway and Mining.	5,236	07	1,369	86	90
State Line and Sullivan.	3,540	91	731	36	63
Stony Creek.	8,474	82	297	28	65
Tioga.	29,267	17	4,366	85	65
Waynesburg and Washington.	11,634	28	1,649	74	88
West Chester and Philadelphia.	186,147	01	2,292	97	02
Western Maryland.	140,244	60			66
Wheeling, Pittsburgh and Baltimore.	21,048	46	3,281	85	30
Wilmington and Northern.	30,987	75	5,501	03	82
Total.	\$22,468,688	41	\$4,180,408	99	\$28,984,838

TABLE C.—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Charged to cost of road and equip-ment.		Charged to main-tenance of way and buildings.		Charged to main-tenance of mo-tive power and cars.		Miscellaneous.		Total.	
Allegheny Valley,	\$40,680	59	\$311,778	58	\$283,928	92	\$390,270	25	\$985,977	75
Allentown,							1,286	90	1,286	90
Atlantic and Great Western,	116,421	33	909,597	39	669,353	68	1,857,536	98	3,436,488	05
Bachman Valley,			1,506	67	1,357	60	499	96	3,263	63
Bellefonte and Snow Shoe,			20,303	15	6,564	31	25,337	03	52,204	54
Bell's Gap,	1,500	00	4,065	68	3,931	96	15,495	83	23,493	87
Buffalo, New York and Philadelphia,	221,193	83	228,226	47	70,849	41	275,251	00	674,327	88
Berlin Branch,	1,270	06					2,526	71	2,526	71
Berlin,							2,012	88	2,012	88
Catasauqua and Fogelsville,			20,181	53	5,185	53	29,011	74	54,378	80
Chartiers,			30,482	84	8,402	11	15,179	56	54,064	01
Cleveland and Pittsburgh,	55,912	66	281,838	09	216,516	96	868,365	53	1,366,720	48
Colebrookdale,							36,648	58	36,648	58
Connecting,	351	57								
Corning, Cowanesque and Antrim,	43,397	94	73,799	83	81,891	51	170,620	95	326,312	29
Cornwall,			6,832	75	9,091	19	11,436	96	27,360	30
Cumberland Valley,			61,072	33	55,616	09	143,780	06	260,468	48
Delaware and Hudson Canal Company,	24,645	00	93,187	06	68,112	42	440,876	82	608,126	30
Delaware, Lackawanna and Western,	732,065	98	828,054	33	437,683	56	1,059,526	15	1,825,264	03
Dillsburg and Mechanicsburg,			5,092	71	3,422	49	4,186	61	12,701	81
Dunkirk, Allegheny Valley and Pittsburgh,	3,936	36	126,509	63	30,705	91	146,027	97	303,243	51
Delaware Western,	7,000	00	16,282	92	4,602	33	22,903	56	43,793	81
East Broad Top,	4,603	42	13,701	87	10,278	56	31,488	77	55,413	70
East Mahanoy,							25,425	42	25,425	42
Elmira and Williamsport,			120,247	12	56,867	01	527,819	91	704,934	04
Erle and Pittsburgh,			150,237	68	93,009	18	170,976	14	414,223	00
Embleton, Sayreville and Clarion,	645	36	10,103	98	4,472	18	23,714	87	38,290	53
Fayette County,							482	68	482	68
Foxburg, St. Petersburg and Clarion,	1,331	03	6,996	93	2,041	18	12,186	11	21,224	23

TABLE G.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	Charged to cost of road and equip-ment.	Charged to maintenance of buildings.	Charged to maintenance of motive power and cars.	Miscellaneous.	Total
Greenlick and Narrow Gauge,	88,050	\$1,168	\$471	\$2,180	\$3,771
Hanover Junction, Hanover and Gettysburg,	90	8,805	6,785	21,311	36,902
Harrisburg and Potomac,	32	3,051	73	5,816	9,721
Huntingdon and Broad Top Mountain,	6,885	46,605	16,471	68,128	129,204
Ironton,	225	5,272	212	12,323	17,808
Jamestown and Franklin,	77	87,460	88	100,022	100,022
Junction,	7,614	10,257	86	11,516	99,977
Kendall and Eldred,	04	1,811,283	31	31,296	44,806
Lake Shore and Michigan Southern,		37,091	09	46,706	98,977
Lawrence,				5,918,713	8,934,524
Lawrenceville and Evergreen,		8,962	68	15,740	94,381
Lehigh and Lackawanna,	41,300	239,075	14	2,199	2,199
Lehigh and Susquehanna,	94,374	803,069	22	729,126	31,942
Lehigh Valley,	1,906	1,341	53	1,372,886	1,149,655
Ligonier Valley,	5,769	7,168	54	4,012	2,996,981
Little Saw Mill Run,			98	13,396	5,769
Littlestown,				12,456	24,065
Lykens Valley,				142,048	12,456
McKean and Buffalo,	9,994	7,251	11	15,881	142,048
Monongahela Inclined Plane,	06			15,881	28,959
Mont Alto,		4,625	71	7,835	7,835
Montrose,		6,501	00	8,523	13,269
Mount Oliver Inclined Plane,			72	8,284	18,053
Muncy Creek,	78	1,540	81	5,709	5,709
New Castle and Heaver Valley,		77,059	21	5,743	7,367
New Castle and Franklin,	6,274	15,084	37	61,276	154,188
Northern Central,		473,670	90	16,070	31,154
North Pennsylvania,		95,054	01	210,996	1,916,624
New York, Lake Erie and Western,		8,622,160	46	398,607	460,748
					11,174,698

Olena, Bradford and Warren,	3,251	50	9,458	80	4,405	99	25,687	84	39,455	68
Peach Bottom,	2,734	34	4,646	63	1,252	45	11,675	00	17,578	08
Pennsylvania,	1,226,871	99	2,184,633	67	2,532,961	11	7,083,967	77	11,751,620	55
Pennsylvania Coal,							390,000	00	390,000	00
Pennsylvania and New York Canal and,	25,491	20	191,694	08	119,496	93	437,158	69	748,351	90
Peoples,			2,570	76			4,780	55	7,851	31
Perkionen,			25,453	66			103,965	52	128,819	18
Philadelphia and Baltimore Central,	3,205	66	70,569	82	28,945	87	71,852	46	171,767	65
Philadelphia and Erie,	25,991	43	622,650	31	441,826	87	1,065,780	89	2,190,253	07
Philadelphia and Reading,			1,363,979	60	1,312,865	90	6,794,767	74	9,471,613	24
Philadelphia and Trenton,	5,968	01	151,191	69	181,816	10	600,974	83	983,482	62
Philadelphia, Wilmington and Baltimore,	87,179	68	282,400	74	255,252	61	1,030,080	03	1,567,742	41
Pickering Valley,							23,790	46	23,790	46
Pittsburgh and Castle Shannon,					7,883	06	109,743	77	117,628	83
Pittsburgh, Cincinnati and St. Louis,			416,489	18	629,349	45	987,858	04	3,083,646	67
Pittsburgh and Connellyville,			344,394	75	243,619	31	877,817	52	965,831	58
Pittsburgh, Fort Wayne and Chicago,			924,131	87	593,894	05	2,716,968	58	4,584,969	50
Pittsburgh and Lake Erie,			46,269	97	39,881	18	91,575	22	177,725	77
Pittsburgh, Virginia and Charleston,	186,534	05								
Pittsburgh, Titusville and Buffalo,			56,264	44	39,301	28	181,239	48	276,805	20
Pennsylvania Company,							60,141	11	60,141	11
Reading and Columbia,	1,135	10	46,389	28	12,616	87	115,491	99	174,697	86
Salisbury,	11,661	86	1,321	74	3,041	97	3,154	78	7,518	49
Shamokin Valley and Pottsville,			39,971	17	19,597	13	70,188	92	129,757	22
Somerset and Cambria,					687	75			687	75
South Mountain Railway and Mining,			3,992	45	2,472	68	7,930	06	14,385	19
Southern Pennsylvania Railway and Mining Co.,			11,088	04	3,896	23	239	55	15,114	82
State Line and Sullivan,	10,000	00	7,525	68	5,855	08	33,636	75	47,017	51
Stony Creek,			7,081	49			13,549	98	20,631	47
Tloga,	16,831	86	41,244	16	42,032	18	181,777	29	215,653	68
Waynesburg and Washington,	7,825	79	7,430	98	2,122	48	10,085	88	19,589	34
West Chester,	37,891	27								
West Chester and Philadelphia,	19,113	08	46,089	23	22,701	26	103,010	24	171,750	73
Western Maryland,	11,177	70					274,347	58	274,347	58
Western Pennsylvania,	2,946	80								
Wheeling, Pittsburgh and Baltimore,			19,091	12	7,197	82	7,305	82	33,594	76
Wilmington and Northern,	2,593	95	56,915	12	18,830	35	72,684	78	148,380	25
Total,	\$8,060,853	74	\$22,183,259	09	\$14,088,942	74	\$39,419,605	07	\$75,791,288	67

TABLE H.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	.	.	8	12	.	.	8	12
Atlantic and Great Western,	.	.	3	8	.	1	7	9
Buffalo, New York and Philadelphia,	1	.	8	10	.	.	9	10
Chartiers,	2	.	2	.
Cleveland and Pittsburgh,	.	.	1	1	2	4	2	5
Corning, Cowanesque and Antrim,	.	.	.	3	.	1	1	4
Cornwall,	.	.	.	1	.	.	.	1
Cumberland Valley,	.	14	.	.	.	1	2	15
Delaware and Hudson Canal Company,	.	.	.	6	2	4	2	10
Delaware, Lackawanna and Western,	.	.	9	8	9	3	18	11
Dunkirk, Allegheny Valley and Pittsburgh,	.	6	1	6	3	3	4	15
East Broad Top,	.	.	1	.	.	.	1	.
Elmira and Williamsport,	.	.	1	6	.	.	1	6
Erie and Pittsburgh,	.	.	1	8	.	1	1	9
Hanover Junction, Hanover and Gettysburg,	.	.	.	1	.	.	.	1
Harrisburg and Potomac,	1	.	1
Jefferson,	.	.	4	14	.	.	4	14
Junction,	.	.	1	.	.	.	2	.
Lake Shore and Michigan Southern,	.	.	.	2	1	.	4	5
Lehigh and Susquehanna,	.	.	3	3	4	3	7	9
Lehigh Valley,	.	1	14	43	13	14	27	58
Little Saw Mill Run,	1	.
Lykens Valley,	1	.	1	.
Muncy Creek,	.	.	.	2	.	.	.	2
New Castle and Beaver Valley,	2
New Castle and Franklin,	.	.	.	1	.	2	.	1
Northern Central,	.	1	.	12	.	6	11	20
North Pennsylvania,	1	1	.	8	.	6	9	15
New York, Lake Erie and Western,	3	11	47	231	56	79	106	351
Pennsylvania,	2	6	51	447	75	135	128	688
Pennsylvania Coal,	.	.	2	4	1	.	6	5
Pennsylvania and New York Canal and,	.	.	2	35	2	.	4	35
People's,	.	.	3	2	.	.	3	2
Philadelphia and Baltimore Central,	.	.	1	.	1	1	2	1

City	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	Total
Philadelphia and Erie,	3	9	120	16	18	25	141					
Philadelphia and Reading,	4	23	68	48	48	71	115					
Philadelphia and Trenton,	2	5	17	10	11	21	30					
Philadelphia, Wilmington and Baltimore,	1	1	..	14	4	16	4					
Pittsburgh, Cincinnati and St. Louis,	2	7	7	9	5	16	14					
Pittsburgh and Connelleville,	1	3	5	13	5	16	11					
Pittsburgh, Fort Wayne and Chicago,	..	3	13	9	19	11	33					
Pittsburgh and Lake Erie,	..	1	2	2	..	3	2					
Pittsburgh, Titusville and Buffalo,	..	1	10	1	4	2	14					
Reading and Columbia,	..	..	1	1	2	1	3					
Shamokin Valley and Pottsville,	..	..	2	..	..	..	2					
Stony Creek,	..	..	2	..	..	..	2					
Waynesburg and Washington,	..	..	2	..	1	..	2					
West Chester and Philadelphia,	..	..	..	..	..	..	3					
Western Maryland,	..	..	..	1	..	1	..					
Wheeling, Pittsburgh and Baltimore,	..	1	1	..	..	..	1					
Wilmington and Northern,	..	3	3	..	..	3	..					
Total,	8	231	1,146	323	395	553	1,581					

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allegheny Valley,	\$2,166,500	\$2,166,500	\$2,166,500	\$2,166,500	\$2,166,500
Allentown,	568,744	568,744	568,884	1,268,884	1,268,884
Atlantic and Great Western,	34,675,804	34,675,804	34,675,804	34,675,804	34,675,804
Bachman Valley,	66,792	66,792	66,792	66,792	66,792
Bald Eagle Valley,	550,000	550,000	550,000	550,000	550,000
Baltimore, Philadelphia and New York,	96,800	846,427	846,427	1,000,000	1,000,000
Barclay Coal Company,	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Bedford and Bridgeport,	337,227	337,227	337,227	337,227	337,227
Bellefonte and Snow Shoe,	600,000	600,000	600,000	600,000	600,000
Bell's Gap,	200,000	200,000	200,000	200,000	200,000
Buffalo, New York and Philadelphia,	1,720,950	1,806,650	1,944,650	1,938,950	2,004,350
Brownsville,					186,850
Berlin, branch,			41,708	42,685	42,685
Buffalo Valley,			46,052	46,052	46,052
Berlin Branch,					5,000
Catawissa and Fogelsville,					426,900
Catawissa,	426,900	426,900	426,900	426,900	426,900
Chartiers,	4,359,500	4,359,500	4,359,500	4,359,500	4,359,500
Chester Creek,	647,910	647,910	647,910	647,910	647,910
Chester and Delaware River,	185,000	185,000	185,000	185,000	185,000
Chester Valley,	4,000	4,000	39,550	39,550	39,550
Chestnut Hill,	871,900	871,900	871,900	871,900	871,900
Cleveland and Pittsburgh,	120,650	120,650	120,650	120,650	120,650
Cleveland and Port Deposit,	11,231,400	11,232,150	11,232,450	11,232,850	11,234,200
Cochran's Dale,	47,215	47,215	47,215	47,215	47,215
Columbia and Port Deposit,	208,177	208,177	208,177	208,177	208,177
Connetquot,	1,278,300	1,278,300	1,278,300	1,278,300	1,278,300
Corning, Cowanesque and Antrim,	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000
Cornwall,	300,000	300,000	300,000	300,000	300,000
Cumberland Valley,	1,777,850	1,777,850	1,775,850	1,777,850	1,777,850
Danville and Riverside,				3,790	3,790
Danville, Hazleton and Wilkes-Barre,	684,235	658,500			28,200,000
Delaware, Lackawanna and Western,	25,889,000	28,200,000	28,200,000	28,200,000	28,200,000
Delaware River and Lancaster,	17,200	17,200			17,200
Dillsburg and Mechanicsburg,	33,506	46,678	48,628	52,741	52,564
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000
Delaware Western,			248,400	248,400	248,400
Danville and Shamokin,					201,000

East Brandywine and Waynesburg,	137,850	00	145,550	00	549,248	00	519,248	00	156,898	00
East Broad Top,	505,760	00	545,583	20	549,248	00	519,248	00	549,248	00
East Mahanoy,	382,550	00	302,510	00	382,550	00	382,550	00	382,550	00
East Pennsylvan,	1,694,650	00	1,709,550	00	1,709,550	00	1,709,550	00	1,709,550	00
Ebensburg and Cresson,	42,000	00	42,000	00	42,000	00	42,000	00	42,000	00
Edgewood,	15,000	00	15,000	00	15,000	00	15,000	00	15,000	00
Elmira and Williamsport,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Erie,	86,531,910	00	86,536,910	00	46,390	00	131,612	40	150,000	00
Ementon, Shippensburg and Clarion,	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00
Erie and Pittsburgh,	90,000	00	125,395	71	125,895	71	125,895	71	125,895	71
Fayette County,	100,000	00	100,000	00	96,700	00	100,000	00	97,817	50
Foxburg, St. Petersburg and Clarion,	100,000	00	100,000	00	382,175	00	382,175	00	100,000	00
Frankford and Holmesburg,	100,000	00	100,000	00	29,700	00	31,450	00	31,450	00
Geneva, Hornellsville and Pine Creek,	116,850	00	116,850	00	116,850	00	116,850	00	116,850	00
Greenlick Narrow Gauge,	116,850	00	116,850	00	75,935	26	79,009	38	93,576	91
Germanatown and Chestnut Hill,	31,781	40	61,201	30	75,935	26	79,009	38	1,182,550	00
Hanover Junction, Hanover and Gettysburg,	1,182,550	00	1,182,550	00	358,273	00	379,165	20	379,165	20
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	251,000	00	303,000	00	2,052,800	00	2,052,800	00	2,106,500	00
Harrisburg and Potomac,	200,000	00	207,200	00	1,867	00	1,867	00	1,867	00
Huntington and Broad Top Mountain,	605,027	50	605,027	50	207,200	00	207,200	00	207,200	00
Huntington, Franklin and Fulton,	2,086,050	00	2,086,050	00	200,000	00	200,000	00	200,000	00
Hanover and York,	500,000	00	500,000	00	601,310	59	601,310	50	601,810	50
Ironton,	155,250	00	250,000	00	2,086,050	00	2,086,050	00	2,086,050	00
Janestown and Franklin,	200,000	00	207,200	00	15,000	00	250,000	00	250,000	00
Jersey Shore, Pine Creek and Buffalo,	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
Junction,	82,720	00	82,720	00	82,720	00	82,720	00	82,720	00
Karns City and Butler,	450,000	00	450,000	00	10,000	00	10,000	00	10,000	00
Kendall and Eldred,	58,580	00	58,000	00	375,100	00	375,100	00	375,100	00
Lake Shore and Michigan Southern,	375,101	00	375,100	00	375,100	00	375,100	00	375,100	00
Lancaster and Reading, (narrow gauge,)	27,042,600	00	27,228,600	00	27,228,600	00	27,228,600	00	27,228,600	00
Lawrence,	258,780	40	277,869	50	50,123	86	61,000	00	296,312	00
Lawrenceville and Evergreen,	50,123	86	50,123	86	50,123	86	61,000	00	100,000	00
Lehigh and Eastern,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Lehigh and Lackawanna,	34,850	00	34,850	00	34,850	00	34,850	00	34,850	00
Lehigh Valley,	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00
Lewistown, Centre and Spruce Creek,	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00
Ligonier Valley,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Little Saw Mill Run,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Littlestown,	34,850	00	34,850	00	34,850	00	34,850	00	34,850	00
Little Schuylkill Navigation,	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00
Lykens Valley,	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Lock Haven and Clearfield,	\$387,600	\$387,600	\$387,600	\$387,600	\$25,000
McKean and Buffalo,	65,675	65,675	00	00	887,600
Mifflin and Centre County,	823,375	823,375	00	00	167,775
Mill Creek and Mine Hill Navigation,	4,022,500	4,022,500	00	00	323,375
Mine Hill and Schuylkill Haven,	75,000	75,000	00	00	4,022,500
Monongahela Inclined Plane,	110,000	110,000	00	00	75,000
Mont Alto,	279,184	305,213	305,583	305,310	110,000
Montrose,	283,350	283,350	283,350	283,350	85
Mount Carbon and Port Carbon,	21,315	24,330	26,480	30,484	283,350
Mount Oliver Inclined Plane,	150,400	150,625	150,625	150,625	31,064
Mount Pleasant and Broad Ford,	1,300,000	1,300,000	1,300,000	1,300,000	150,605
Muncy Creek,	605,000	605,000	605,000	605,000	124,450
Nesquehoning Valley,	333,506	335,150	338,414	339,442	1,800,000
New Castle and Beaver Valley,	100,000	100,000	100,000	100,000	605,000
New Castle and Franklin,	11,150	11,150	11,925	11,925	889,414
New Castle and Mining,	5,842,000	5,842,200	00	00	100,000
Newry,	81,550	81,550	81,550	81,550	11,925
Northern Central,	3,978,150	4,000,100	4,043,750	4,264,350	5,842,000
North-East Pennsylvania,	4,939,450	00	00	00	81,550
North Pennsylvania,	150,000	221,107	150,000	221,847	81,550
New York, Lake Erie and Western,	209,852	68,870,200	221,675	00	4,397,300
Oil Creek and Allegheny River,	5,000,000	5,000,000	5,000,000	5,000,000	86,536,900
Olena, Bradford and Warren,	3,510	3,510	3,510	3,000	00
Parker and Karns City,	4,561,700	4,861,700	5,061,700	00	150,000
Peach Bottom,	110,000	100,000	100,000	100,000	00
Pennsylvania,	38,040	38,040	38,040	38,040	225,914
Pennsylvania Coal,	220,606	220,606	224,606	220,606	68,870,200
Pennsylvania Inland,	8,448,700	8,453,700	8,453,700	8,453,700	5,000,000
Pennsylvania and New York Canal and,	00	00	00	00	3,000
Pennsylvania and Western,	100,000	100,000	100,000	100,000	5,061,700
People's,	100,000	100,000	100,000	100,000	00
Perkinston,	38,040	38,040	38,040	38,040	100,000
Philadelphia and Baltimore Central,	220,606	220,606	224,606	220,606	38,040
Philadelphia and Chester County,	39,950	39,950	35,220	35,220	220,606
Philadelphia and Erie,	8,448,700	8,453,700	8,453,700	8,453,700	85,220
	00	00	00	00	8,453,700

Philadelphia, Germantown and Norristown,	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00
Philadelphia and Merion,	1,250	00	1,250	00	1,250	00	1,250	00	1,250	00
Philadelphia, Newtown and New York,	300,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Philadelphia and Reading,	34,274,575	28	34,278,175	28	34,278,175	28	34,278,175	28	34,278,175	28
Philadelphia and Trenton,	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00
Philadelphia, Wilmington and Baltimore,	11,536,250	00	11,561,250	00	11,561,250	00	11,561,250	00	11,561,250	00
Pickering Valley,	92,945	00	93,005	00	93,005	00	93,005	00	93,005	00
Pittsburgh and Castle Shannon,	621,782	30	655,439	77	661,855	27	661,855	27	661,855	27
Pittsburgh, Cincinnati and St. Louis,	8,537,300	00	8,436,600	00	8,436,600	00	8,436,600	00	8,436,600	00
Pittsburgh and Connellsville,	1,960,682	45	1,960,682	45	1,960,682	45	1,960,682	45	1,960,682	45
Pittsburgh, Fort Wayne and Chicago,	23,814,285	71	24,897,285	71	24,897,285	71	24,897,285	71	24,897,285	71
Pittsburgh and Lake Erie,	675,628	91	676,613	13	676,613	13	676,613	13	676,613	13
Pittsburgh, Virginia and Charleston,	250,000	00	250,000	00	250,000	00	250,000	00	250,000	00
Pit Hole Valley,	12,050	00	12,050	00	12,050	00	12,050	00	12,050	00
Plymouth,	12,050	00	12,050	00	12,050	00	12,050	00	12,050	00
Point Breeze,										
Pennsylvania Company,										
Pittsburgh, Titusville and Buffalo,										
Pennsylvania, Poughkeepsie and N. E.,										
Reading and Columbia,										
Salisbury,	508,288	09	508,288	09	508,288	09	508,288	09	508,288	09
Schuylkill Valley Navigation and Railroad,	70,850	00	78,650	00	78,650	00	78,650	00	78,650	00
Selinsgrove and North Branch,	576,050	00	576,050	00	576,050	00	576,050	00	576,050	00
Shamokin Valley and Pottsville,	67,592	92	67,592	92	67,592	92	67,592	92	67,592	92
Shenango and Allegheny,	889,430	00	889,430	00	889,430	00	889,430	00	889,430	00
Shenango Valley and Alliance,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Somerset and Cambria,	10,250	00	10,250	00	10,250	00	10,250	00	10,250	00
South Mountain,	582,803	35	582,803	35	582,803	35	582,803	35	582,803	35
South Mountain Iron Company's,										
Southern Pennsylvania Railway and Mining,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Southward,	58,468	00	58,468	00	58,468	00	58,468	00	58,468	00
South-West Pennsylvania,	442,202	50	443,120	00	443,120	00	443,120	00	443,120	00
Spring Brook,	37,800	00	37,800	00	37,800	00	37,800	00	37,800	00
State Line and Sullivan,	967,650	00	967,650	00	967,650	00	967,650	00	967,650	00
Stony Creek,	144,100	00	144,750	00	144,750	00	144,750	00	144,750	00
Summit Branch,	3,907,600	00	3,986,250	00	3,986,250	00	3,986,250	00	3,986,250	00
Sunbury and Lewistown,										
Sharon,	64,100	00	178,800	00	178,800	00	178,800	00	178,800	00
Sunbury, Hazleton and Wilkes-Barre,										
Slate Ridge and Delta,										
Susquehanna and Clearfield,										
South Mountain Railway and Mining,										
Tioga,	580,900	00	580,900	00	580,900	00	580,900	00	580,900	00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Trescow,	\$130,000 00	\$130,000 00	\$130,000 00	\$130,000 00	\$130,000 00
Tyrone and Clearfield,	1,000,000 00	1,000,000 00			1,000,000 00
Uniontown and West Virginia,	80,000 00	80,000 00			
Waynesburg and Washington,		50,419 37	85,478 31	92,334 32	100,316 47
West Chester,	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
West Chester and Philadelphia,	821,400 00	821,350 00	821,300 00	821,300 00	185,300 00
West Chester and Phoenixville,	13,000 00	13,000 00	13,000 00	13,000 00	
Western Maryland,	683,300 00	681,300 00	681,600 00	683,250 00	682,250 00
Western Pennsylvania,	1,022,450 00	1,022,450 00			1,022,450 00
Wheeling, Pittsburgh and Baltimore,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Wilcox and Howard Hill Improvement Co.,	759,627 88				600 00
Wilmington and Reading,	249,503 50	249,508 50	1,203,100 00	1,253,050 00	1,253,050 00
Wilmington and Northern,					
Total,	\$489,255,225 48	\$488,419,097 05	\$257,577,357 09	\$277,038,864 13	\$503,631,034 14

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Erie,	\$55,693,455	\$35,439,874	\$232,902	\$158,476	\$159,910
Kimlenton, Shippensville and Clarion,					
Erie and Pittsburgh,	8,377,000	3,322,000	3,382,785	3,382,785	3,373,987
Foxburg, Mt. Petersburg and Clarion,			23,756	69,529	69,122
Frankford and Holmesburg,	55,342		58,374	50,000	50,000
Geneva, Hornellsville and Pine Creek,		143,800	40,000	42,000	60,000
Hanover Junction, Hanover and Gettysburg,			178,700	204,900	216,500
Hanover Junction and Susquehanna,	68,181	95,841	105,427	121,279	117,899
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	700,000	433,251		700,000
Harrisburg and Potomac,		460,000		518,149	507,200
Huntingdon and Broad Top Mountain,	2,585,214	2,592,914	2,591,970	2,572,810	2,598,100
Hanover and York,		185,254	185,000	185,000	185,000
Ironton,	203,297	223,071	213,179	213,410	211,400
Jamestown and Franklin,	2,013,752	1,991,503	1,975,654	1,960,296	1,959,579
Jefferson,	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000
Jersey Shore, Pine Creek and Buffalo,	281,381	803,780	818,179	828,039	833,862
Junction,	800,000	780,000		755,000	755,000
Karna City and Butler,			146,600		
Lake Shore and Michigan Southern,	36,250,000	36,000,000	35,750,000	35,500,000	35,915,000
Lancaster and Reading, (narrow gauge,)			350,000	350,000	350,000
Lawrence,	344,000	355,000			355,000
Lawrenceville and Evergreen,	13,348	13,146	13,815	13,575	13,803
Lehigh and Eastern,				75,000	75,000
Lehigh and Lackawanna,				600,000	600,000
Lehigh Valley,			24,936,813		25,784,359
Lewisburg, Centre and Spruce Creek,					2,348,320
Ligonier Valley,	8,862				82,747
Little Saw Mill Run,	83,588	1,800	49,460	64,000	116,853
Littlestown,	40,000	82,592	68,506	116,977	60,207
Little Schuylkill Navigation,	728,500	40,000	55,546	59,527	468,000
McKean and Buffalo,	453,611	715,500	492,000	480,000	446,113
Mifflin and Centre County,	235,468	467,776	461,424	442,187	200,000
Mont Alto,	125,000	268,433			125,000
Montrose,	45,100	125,000	125,000	125,000	44,900
Mount Oliver Inclined Plane,	68,740	44,900	44,900	44,900	58,353
Mount Pleasant and Broad Ford,	88,198	51,579	62,812	58,894	
Muncy Creek,		38,198			
Nesqueboning Valley,	75,020	195,000	205,000	221,000	1,000,000
		94,615		96,794	97,149
	84	08		53	53

New Castle and Franklin,	670,463	28	699,419	18	753,308	84	784,514	25	836,544	78
New Castle and Mining,		66	6,886	66	7,200	00	7,914	44	11,924	44
Newry,	10,778	99	10,778	99	20,778	71	10,810	06	10,810	06
Northern Central,	14,384,000	00	14,480,910	50					15,445,000	00
North East Pennsylvania,	256,028	58	210,902	21					300,019	08
North Pennsylvania,	5,825,500	00	6,820,736	40					7,150,489	68
New York, Lake Erie and Western,									66,678,501	10
Oil Creek and Allegheny River,	4,065,828	89	4,146,717	08						
Olena, Bradford and Warren,										
Parker and Karna City,	116,207	00			21,147	76			750	00
Peach Bottom,	443,011	14			37,000	00				
Pennsylvania,	54,219,760	00	54,219,760	00	555,172	00	552,275	00	542,504	00
Pennsylvania Coal,	937,500	00	753,000	00					55,911,800	00
Pennsylvania Inland,					790,720	97	742,827	98	775,765	83
Pennsylvania and New York Canal and,	3,000,000	00	3,000,000	00					3,000,000	00
Pennsylvania and Western,	5,025,000	00								
People's,	26,770	00	29,148	87	33,127	90	33,318	04	33,191	55
Perkiomen,	2,404,040	87	2,497,155	29	2,631,926	48	2,048,378	42	2,697,853	83
Philadelphia and Baltimore Central,	1,500,000	00	1,500,000	00	1,500,000	00	1,500,000	00	1,500,000	00
Philadelphia and Chester County,			13,900	00	13,375	00			15,655	00
Philadelphia and Erie,	17,914,244	11	18,178,885	16					19,164,459	52
Philadelphia, Newton and New York,	700,000	00							700,000	00
Philadelphia and Reading,	56,428,006	42	71,228,673	09	78,371,174	76	79,854,565	47	82,400,690	58
Philadelphia and Trenton,									21,742	72
Philadelphia, Wilmington and Baltimore,	2,790,000	00	2,790,000	00			2,918,500	00	3,913,500	00
Pickering Valley,	556,585	62	575,058	66	584,078	08	613,897	81	634,191	67
Pittsburgh and Castle Shannon,	389,415	93	290,321	94	313,320	69	289,928	70	289,928	70
Pittsburgh, Cincinnati and St. Louis,	17,251,917	57	17,809,584	43					14,777,400	81
Pittsburgh, and Connellsville,	13,105,523	75	13,625,253	85	14,177,969	06	14,618,724	57	14,784,889	88
Pittsburgh, Fort Wayne and Chicago,	13,535,000	00	13,510,000	00			13,510,000	00	13,510,000	00
Pittsburgh and Lake Erie,									2,751,550	35
Pittsburgh, Virginia and Charleston,	1,566,083	36	1,794,440	33					2,277,560	50
Plymouth,	274,495	19	274,495	19	274,495	19	274,495	19	274,495	19
Pennsylvania Company,									13,114,300	31
Pittsburgh, Titusville and Buffalo,			4,120,128	00			13,424,868	42	4,125,955	50
Pennsylvania, Poughkeepsie and N. E.,					4,085,530	50	4,125,955	50	1,000,000	00
Reading and Columbia,	2,400,895	82	2,448,885	19	2,448,576	57	2,004,166	67	2,004,166	67
Reading and Lehigh,	254,112	91								
Salisbury,	40,028	29	40,028	29	126,916	08	147,723	62	190,399	97
Seimsgrove and North Branch,							187,000	00	137,000	00
Shoemaker Valley and Potteville,	1,994,000	00							2,006,250	00
Shenango and Allegheny,	1,168,578	20	1,268,870	27	1,225,100	86				
Somerset and Cambria,	95,000	00	95,000	00	96,524	72			75,030	00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
South Mountain,	1,016,600	1,016,000	1,056,000	00	00
South Mountain Iron Company's,	376,000	376,000	376,000	00	00
Southern Pennsylvania Railway and Mining Co.,	661,890	705,640	749,390	00	896,890
Southwest Pennsylvania,	927,288	1,116,500	00	00	989,500
Spring Brook,	21,500	00	00	00	00
State Line and Sullivan,	100,000	100,000	456,850	40	441,677
Stony Creek,	428,751	466,320	489,728	65	559,234
Summit Branch,	00	1,146,977	00	00	00
Sunbury and Lewistown,	12,000	169,493	156,000	00	500,000
Sharon,	00	00	00	00	156,000
Sunbury, Hazleton and Wilkes-Barre,	00	00	00	00	2,350,000
South Mountain Railway and Mining,	239,500	621,500	629,500	00	100,000
Tioga,	84,492	100,886	100,866	81	629,500
Trescow,	7,801	1,000,503	00	00	101,454
Tyrone and Clearfield,	00	00	69,585	78	113,987
Waynesburg and Washington,	00	00	00	00	11,000
West Chester,	1,100,000	1,100,000	1,162,512	50	1,127,512
West Chester and Philadelphia,	00	00	1,200	19	00
West Chester and Phoenixville,	3,846,131	3,848,111	8,850,271	00	3,852,596
Western Maryland,	3,000,000	3,000,000	00	00	8,044,508
Western Pennsylvania,	00	79,641	00	00	00
Wheeling, Pittsburg and Baltimore,	3,432,195	705,852	00	00	180,000
Wilmington and Northern,	663,497	00	00	00	00
Wilmington and Western,	00	00	00	00	00
Total,	\$496,599,997	\$448,324,012	\$301,805,083	\$327,560,357	\$556,962,834
	33	95	95	83	89

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allegheny Valley.	\$23,750,028	\$23,983,025	\$1,054,002	\$21,705,160	\$23,982,212
Allentown.	1,084,202	1,084,202	19	1,084,002	1,084,453
Atlantic and Great Western,	81,279,696	131,340	57		
Bachman Valley,	113,190	112,412	29	112,412	112,412
Bald Eagle Valley,	1,050,000	1,050,000	00	1,050,000	1,050,000
Barclay Coal,				622,600	622,600
Bedford and Bridgeport,	1,420,525	1,420,525	46		
Bellefonte and Snow Shoe,	458,181	458,181	33	323,291	458,181
Bell's Gap,	221,122	221,122	13	201,346	216,809
Buffalo, New York and Philadelphia,	6,058,075	6,285,381	94	5,408,034	6,801,048
Brownsville,					180,850
Berlin Branch,				73,887	75,157
Berlin,					5,000
Catsaquia and Fogelsville	742,156	642,156	64	523,185	658,335
Catawissa,	6,126,500	6,126,500	00	6,206,668	6,206,668
Chartiers,	1,129,991	1,131,003	03		1,122,336
Chester Creek,	370,000	370,000	00	376,322	376,297
Chester and Delaware River,	156,202	163,126	72	220,915	220,915
Chester Valley,	1,371,900	1,371,900	00	1,371,900	1,774,400
Chestnut Hill,	120,650	120,650	00	120,650	120,650
Cleveland and Pittsburgh,	16,313,994	16,313,256	06	12,937,566	16,613,871
Colbrookdale,	667,994	667,994	02	667,471	667,774
Columbia and Port Deposit,	1,491,974	1,689,392	35		1,722,117
Connecting,	2,484,262	2,358,789	12		2,347,588
Corning, Cowanesque and Antrim,	2,400,000	2,458,585	10	2,400,000	2,400,000
Cornwall,	423,643	431,926	88	351,620	448,118
Cumberland Valley,	1,842,509	1,887,465	95	1,886,466	1,887,465
Danville, Hazleton and Wilkes-Barre,		1,102,600	00		
Delaware and Hudson Canal,	4,879,777	4,858,136	95	3,667,471	4,869,101
Delaware, Lackawanna and Western,	27,871,799	28,816,561	11	16,873,486	23,454,891
Delaware River and Lancaster,	5,159	17,200	00		17,200
Dillsburg and Mechanicsburg,	177,429	177,429	16	177,429	166,171
Dunkirk, Allegheny Valley and Pittsburgh,	4,790,034	4,797,992	93	4,804,235	4,815,879
Danville and Riverside,					3,897
Delaware Western,				816,821	816,821
Danville and Shamokin,					20,000
East Brandywine and Waynesburg,	444,180	522,550	00		537,464

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
East Broad Top,	\$1,025,510	\$1,037,670	\$1,048,972	\$912,935	\$1,052,390
East Mahanoy,	392,550	392,550	392,550	392,550	392,550
East Pennsylvania,	1,769,706	1,884,683	1,884,683	1,884,683	1,884,683
Ebensburg and Cresson,	27,431	27,431	30,172	28,172	30,172
Edgewood,	2,620,000	2,600,000	2,620,000	2,268,000	2,620,000
Elmira and Williamsport,	115,995,946	117,140,237	371,507	312,830	392,653
Erie,	5,074,336	5,075,496	5,076,551	3,180,937	5,076,662
Eminton, Shippenville and Clarion,	130,000	130,000	130,000	130,000	130,000
Erie and Pittsburgh,	159,427	159,427	112,358	119,933	160,950
Fayette County,	31,935	31,935	32,935	25,609	32,943
Foxburg, St. Petersburg and Clarion,	468,995	470,085	474,381	425,175	442,175
Frankford and Holmesburg,	103,963	143,742	176,952	387,816	479,138
Greenlick Narrow Gauge,	1,882,550	1,882,550	712,580	827,967	1,882,550
Geneva, Hornetville and Pine Creek,	468,776	780,558	4,368,190	4,307,620	838,753
Hanover Junction, Hanover and Gettysburg,	4,210,152	4,249,303	345,061	845,000	4,376,081
Hanover Junction and Susquehanna,	268,000	268,000	268,000	250,000	268,000
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	516,597	2,517,634	2,530,414	2,530,646	2,530,672
Harrisburg and Potomac,	4,396,050	4,396,050	4,396,050	4,396,050	4,396,050
Huntingdon and Broad Top Mountain,	782,962	789,395	812,723	812,723	833,362
Huntingdon and York,	927,388	1,045,121	216,632	1,064,730	1,064,730
Huntingdon, Fulton and Franklin,	79,530,719	79,091,042	79,819,914	65,601,205	79,978,000
Ironton,	142,041	142,041	142,041	142,041	142,041
Jamestown and Franklin,	791,917	806,260	24,881	23,275	800,313
Jefferson,	10,000	12,381	675,100	75,000	23,481
Jersey Shore, Pine Creek and Buffalo,	52,000	675,100	675,100	775,100	975,100
Junction,	675,100	13,705,901	13,799,817	13,802,955	13,814,255
Karna City and Butler,	13,232,332	22,736,194	31,091,518	1,382,955	32,342,019
Kendall and Eldred,	21,846,165	1,292,158	1,292,158	1,292,158	1,404,089
Lake Shore and Michigan Southern,	48	48	48	48	48
Lancaster and Reading, (narrow gauge,)	43	43	43	43	43
Lawrence,	89	76	86	86	72
Lawrenceville and Evergreen,	00	26	00	00	00
Lehigh and Eastern,	00	00	00	00	00
Lehigh and Lackawanna,	00	00	00	00	00
Lehigh and Susquehanna,	90	00	88	70	90
Lehigh Valley,	84	85	56	70	59
Lewisburg, Centre and Spruce Creek,	69	40	40	40	68

Magner Valley,	58,516	15	107,976	80	71,347	48	64,654	29
Little Saw Mill Run,	133,842	64	119,650	00	101,017	16	186,162	15
Littlestown,	115,616	00	115,616	00	115,616	00	115,616	00
Little Schuylkill Navigation,	1,416,187	80	1,416,187	50	1,416,187	00	1,416,187	00
Lykens Valley,	595,767	24	629,128	84	578,767	24	595,767	24
McKean and Buffalo,	817,138	55	833,110	98	802,156	95	839,223	84
Midlin and Centre County,	266,818	74	328,045	00	328,045	00	269,561	74
Mill Creek and Mine Hill Navigation,	323,375	00	3,977,908	41	3,977,908	41	328,045	00
Mine Hill and Schuylkill Haven,	4,023,500	00	81,567	09	81,567	09	320,000	00
Monongahela Inland Plane,	91,717	09	236,674	34	217,799	02	370,050	32
Mont Alto,	235,000	00	369,120	89	323,141	18	282,815	45
Montrose,	349,646	19	282,815	45	282,815	45	201,669	69
Mount Carbon and Port Carbon,	282,815	45	82,215	53	82,215	53	854,760	00
Mount Oliver Inland Plane,	82,327	55	201,669	69	201,669	69	1,397,279	42
Mount Pleasant and Broad Ford,	178,972	99	341,950	00	345,450	00	852,632	96
Murcy Creek,	156,400	00	1,394,615	08	1,397,279	42	56,202	26
Nesquehoning Valley,	1,376,063	73	828,120	29	834,082	79	100,000	00
New Castle and Beaver Valley,	827,614	91	1,062,852	98	1,011,494	69	23,578	71
New Castle and Franklin,	958,769	59	100,000	00	100,000	00	17,402,157	77
New Castle and Mining,	100,000	00	85,503	16	28,578	71	291,881	26
Newry,	22,657	31	305,597	10	291,881	26	10,145,013	01
Northern Central,	16,745,406	53	10,076,989	06	8,892,492	42	185,816	62
North-East Pennsylvania,	287,410	89	56,147	76	56,147	76	73,040	00
North Pennsylvania,	9,930,798	21	645,240	00	645,240	00	50,162,848	97
Olena, Bradford and Warren,	280,652	15	2,000,000	00	2,000,000	00	2,000,000	00
Parker and Karns City,	576,475	00	5,841,680	89	5,841,680	89	119,982	41
Peach Bottom,	53,666,966	41	121,089	63	88,141	54	2,057,732	28
Pennsylvania,	2,000,000	00	2,056,191	62	2,056,629	84	2,124,576	95
Pennsylvania Coal,	8,500	00	2,116,239	81	1,864,494	93	153,898	25
Pennsylvania Inland,	6,570,536	99	61,577	65	61,577	65	26,176,101	35
Pennsylvania and New York Canal and,	116,884	89	1,507,066	98	1,139,078	84	1,507,067	93
People's,	2,042,819	12	47,556,875	41	88,201,483	17	1,878,500	00
Perkiomen,	1,992,085	13	47,556,875	41	88,201,483	17	47,556,875	41
Philadelphia and Baltimore Central,	24,219,397	00	1,545,950	41	1,545,950	41	1,799,285	19
Philadelphia and Chester County,	1,514,526	52	13,476,446	54	13,476,446	54	13,029,265	96
Philadelphia and Erie,	692,051	39	476,189	14	476,189	14	476,342	62
Philadelphia, Germantown and Norristown,	61,944,296	75	47,556,875	41	47,556,875	41	47,556,875	41
Philadelphia and Merion,	1,545,950	41	47,556,875	41	47,556,875	41	47,556,875	41
Philadelphia, Newton and New York,	12,238,875	46	47,556,875	41	47,556,875	41	47,556,875	41
Philadelphia and Reading,	476,653	97	47,556,875	41	47,556,875	41	47,556,875	41
Philadelphia and Trenton,								
Philadelphia, Wilmington and Baltimore,								
Pickering Valley,								

D RAILROAD REPORT.

Western Pennsylvania,	3,977,640	85	3,996,211	00	..	44,006	31	464,820	66	3,990,507
Wheeling, Pittsburgh and Baltimore,										462,820
Wilcox and Howard Hill Improvement,		18	72,428	53						72,428
Wilmington and Reading,	8,486,417	54								..
Wilmington and Northern,	796,720	58	797,693	84		1,203,100	00	1,203,100	00	..
Total,	7,40,178,058	83	6675,459,841	44		8349,553,568	57	8645,590,320	38	8565,029,919

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allegheny Valley,	694,858	791,159	833,190	908,438	786,550
Atlantic and Great Western,	1,104,252	918,768	1,428	902,302	963,491
Bachman Valley,	8,305	2,869	7,942	11,721	10,982
Barclay Coal Company,	12,202	18,223	12,475	7,689	12,735
Bellefonte and Snow Shoe,	12,452	11,450	8,241	189,123	207,239
Bell's Gap,	4,715	5,249	7,313	5,743	4,809
Buffalo, Bradford and Pittsburgh,	229,464	207,377	136,026	3,363	1,727
Buffalo, New York and Philadelphia,				7,183	5,480
Berlin Branch,				120,505	132,688
Buffalo Valley,					690,398
Berlin,					60,688
Catsaqua and Foglesville,	10,984	10,023	9,867		323,045
Chartiers,	115,544	120,234			
Chester and Delaware River,	13,462				
Cleveland and Pittsburgh,	665,683	635,684			
Columbia and Port Deposit,	79,859	9,884	57,216	58,582	
Corning, Cowanesque and Antrim,	376,133	73,593	349,141	325,551	
Cumberland Valley,	376,133	377,397			
Danville, Hazleton and Wilkes-Barre,	196,047	162,151	119,215	116,177	182,835
Delaware and Hudson Canal Company,	587,847	702,839	474,645	474,162	500,709
Delaware, Lackawanna and Western,					16,034
Dillsburg and Mechanicsburg,	126,066	126,510	115,278	118,100	114,866
Dunkirk, Allegheny Valley and Pittsburgh,			28,297	24,957	32,204
Delaware Western,			28,295	25,183	23,655
East Broad Top,	116,919	88,821			121,681
Elmira and Williamsport,	5,052,866	165,013			
Erie,		5,042,881			
Embleton, Shippenville and Clarion,	179,942	157,655	209,390	168,397	49,179
Erie and Pittsburgh,				186,649	125,942
Foxburg, St. Petersburg and Clarion,			15,158	78,163	29,453
Frankford and Holmesburg,			89,787		
Greenlick Narrow Gauge,		500		218	240
Hanover Junction, Hanover and Gettysburg,	51,625	48,283	46,887	45,500	36,231
Harriaburg and Potomac,	6,904	8,538	9,594	9,801	6,551
Huntingdon and Broad Top Mountain,	51,407	54,175	47,862	48,618	46,560
Junction,	401,315	860,650		308,287	278,125
Karns City and Butler,			116,000		

Kendall and Eldred.	2,066,678	3,099,589	2,742,787	2,882,127	201,740
Lake Shore and Michigan Southern,	83,210	54,286			2,908,046
Lawrence,	62,114	44,150	39,803	39,255	85,527
Lawrenceville and Evergreen,	18,410	19,932	12,664	12,400	26,912
Lehigh and Lackawanna,	572,031	551,851	316,745	358,536	17,785
Lehigh and Susquehanna,	1,068,664	1,233,443	826,791		421,298
Lehigh Valley,					930,204
Ligonier Valley,				12,973	13,178
Little Saw Mill Run,		16,994	17,271	11,686	1,382
Lykens Valley,					21,243
McKean and Buffalo,	11,233	14,695	12,826	19,371	23,822
Monongahela Inclined Plane,	418,571	341,022	314,604	386,905	385,489
Mont Alto,	22,339	26,039	33,824	18,809	20,810
Montrose,	14,666	17,365		10,667	10,334
Mount Carbon and Port Carbon,					238,478
Mount Oliver Inclined Plane,		196,756	185,354	198,192	
Muncy Creek,	8,895	7,452	6,064	7,964	2,774
New Castle and Beaver Valley,	145,996	131,491		129,366	103,673
New Castle and Franklin,	35,753	35,253	44,432	38,634	32,791
Northern Central,	1,102,497	1,302,331			1,109,061
North-East Pennsylvania,	91,772	111,708	83,063	75,692	69,562
North Pennsylvania,	1,067,494	1,660,064	1,368,498	1,310,578	586,547
New York, Lake Erie and Western,					4,894,527
Oil Creek and Allegheny River,	241,516				
Olena, Bradford and Warren,					151,838
Parker and Karns City,	116,000		2,800		
Peach Bottom,			296,000		
Pennsylvania,	5,609,737	6,928,016	59,288	51,407	47,670
Pennsylvania Coal,	5,765	8,667	2,457	4,772	5,948,645
Pennsylvania and New York Canal and,	201,907	333,785	170,853		9,415
People's,	115,730	114,673		66,673	140,118
Perkionmen,					
Philadelphia and Baltimore Central,	253,907	279,703	237,913	211,115	66,453
Philadelphia and Erie,	612,402	696,560			202,124
Philadelphia and Reading,	6,938,129	10,936,157	6,674,889	6,376,413	459,102
Philadelphia and Trenton,	1,723,586	5,231,969			7,908,648
Philadelphia, Wilmington and Baltimore,	2,152,901	2,818,560		2,243,781	1,745,977
Pittsburgh and Castle Shannon,	107,694	132,432	188,994	169,213	2,371,114
Pittsburgh and Cincinnati and St. Louis,	692,243	784,561			143,893
Pittsburgh and Connellyville,	668,153	703,408	737,914	764,307	771,103
Pittsburgh, Fort Wayne and Chicago,	2,200,446	2,201,227		2,257,404	852,542
Pittsburgh, Titusville and Buffalo,		286,953	317,914	261,919	2,230,394
Pittsburgh, Virginia and Charleston,	249,606	253,276			236,554

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Reading and Columbia,	187,239	248,835	207,619	197,984	200,180
Salisbury,				1,446	7,454
Shamokin Valley and Pottsville,	82,182	71,003			46,448
Shenango and Allegheny,	22,365	84,874	88,538		
Somerset and Mineral Point,	20,328	22,574	19,702		
South Mountain Iron Company's,		8,904			
State Line and Sullivan,		1,357	8,482	6,859	8,154
Stony Creek,	47,547	44,844	42,189	42,725	18,725
Summit Branch,	22,852	24,974		18,081	
South Mountain Railway and Mining,					36,666
Tioga,	66,572	54,890	77,341	71,977	73,186
Waynesburg and Washington,					24,232
West Chester and Philadelphia,	901,441	960,074	804,081	766,469	738,127
Western Maryland,	809,245		839,111	868,956	962,168
Wheeling, Pittsburgh and Baltimore,	57,419	58,902	52,316	43,681	44,026
Wilmington and Northern,	99,804	83,790			93,538
Wilmington and Northern,	20,646	32,044	64,685	76,715	
Total,	41,053,060	51,829,822	19,838,311	23,404,968	41,588,552

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allegheny Valley,	2,054,935	2,202,321	2,761,496	2,190,944	2,335,820
Atlantic and Great Western,	2,588,362	2,641,360	6,097	2,647,146	3,259,843
Bachman Valley,	14,986	8,614	366,958	54,562	88,868
Barclay Coal Company,	377,653	392,008	69,672	88,603	88,628
Bellefonte and Snow Shoe,	98,477	87,185	78,407	731,835	1,083,256
Bell's Gap,	71,897	80,397	503,317	88,881	7,128
Butha, New York and Philadelphia,	313,467	375,080	1,070	6,244	4,568
Berlin Branch,			8,680		299,023
Buffalo Valley,					167,608
Berlin,			251,675		1,810,187
Catawqua and Foglesville,	280,187	261,542		818,192	707,685
Charlton,	38,047	64,821		106,988	537,871
Chester and Delaware River,	7,563				374,172
Cleveland and Pittsburgh,	1,828,880	1,189,862			
Columbia and Port Deposit,		7,803			
Corning, Cowanesque and Antrim,		631,592	422,609	507,185	
Cornwall,	220,662	340,524	410,605	442,212	
Cumberland Valley,	357,804	358,684	320,510	818,686	
Danville, Hazleton and Wilkes-Barre,	94,377				
Delaware and Hudson Canal Company,	2,606,710	1,760,272	1,580,372	2,045,762	8,102,849
Delaware, Lackawanna and Western,	2,898,344	2,928,089	2,922,808	3,193,531	5,283,442
Dillsburg and Mechanicsburg,			51,835		
Dunkirk, Allegheny Valley and Pittsburgh,	308,102	350,092	419,018	330,673	254,164
Delaware Western,			88,218	81,622	113,637
East Broad Top,	72,017	127,646	116,130	182,463	109,692
Edgewood,	24,612	27,240	52,223	63,318	92,000
Elmira and Williamsport,	547,242	593,810			1,118,693
Erie,	6,239,943	5,972,818			
Emlenton, Shippenville and Clarion,			83,887	16,318	11,097
Erie and Pittsburgh,	609,606	594,612		758,020	715,262
Foxburg, St. Petersburg and Clarion,			798	2,881	5,202
Frankford and Homlesburg,			9,922		
Greenlick Narrow Gauge,			18,276	11,065	12,567
Hanover Junction, Hanover and Gettysburg,		23,040	46,572	40,868	57,485
Harrisburg and Potomac,	36,833	44,713	35,878	30,342	35,780
Huntington and Broad Top Mountain,	485,458	894,078	398,316	394,788	415,337
Irononton,	69,243	49,832	73,367	77,789	80,581

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.—(Continued)

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Karns City and Butler,	.	.	14,676	.	.
Kendall and Eldred,	.	.	.	.	40,862
Keystone Coal and,	.	.	.	.	57,490
Lake Shore and Michigan Southern,	5,022,492	5,635,167	5,513,798	6,098,445	7,541,794
Lawrence,	419,863	508,785	.	.	702,189
Lawrenceville and Evergreen,	134	90	.	.	.
Lehigh and Lackawanna,	33,800	33,636	37,103	37,832	49,780
Lehigh and Susquehanna,	2,752,433	3,390,836	3,028,466	2,513,344	5,074,206
Lehigh Valley,	5,395,565	6,145,322	6,838,700	.	7,670,023
Ligonier Valley,	.	.	.	8,000	12,642
Little Saw Mill Run,	36,512	149,948	119,251	88,235	540,090
Lykens Valley,	.	.	.	.	465,908
McKean and Buffalo,	35,210	85,614	75,962	98,465	100,849
Mont Alto,	7,527	6,340	6,174	8,729	22,634
Montrose,	9,924	10,864	7,463	7,172	9,181
Mount Pleasant and Broad Ford,	.	17,863	.	.	.
Muncy Creek,	.	.	13,157	18,460	11,584
New Castle and Beaver Valley,	816,740	790,960	.	938,444	1,004,916
New Castle and Franklin,	11,870	18,550	42,532	44,615	68,692
New Castle and Mining,	.	.	4,890	1,909	9,475
Northern Central,	2,760,192	2,575,474	.	.	3,954,918
North East Pennsylvania,	20,453	20,044	20,771	14,749	12,237
North Pennsylvania,	912,063	839,131	853,467	917,464	607,724
New York, Lake Erie and Western,	.	.	.	.	8,212,641
Olena, Bradford and Warren,	18,816	.	1,070	.	18,195
Parker and Karns City,	.	.	35,098	.	.
Peach Bottom,	.	.	23,285	23,026	22,624
Pennsylvania,	9,115,368	9,922,911	.	.	13,684,041
Pennsylvania Coal,	1,518,247	1,010,712	1,041,487	991,106	1,548,630
Pennsylvania and New York Canal and,	1,496,135	1,621,106	1,813,396	.	2,104,551
People's,	.	2,239	.	.	.
Perkinston,	.	.	.	.	310,729
Philadelphia and Baltimore Central,	189,869	141,293	143,110	131,303	146,350
Philadelphia and Erie,	2,396,434	2,517,470	.	.	4,130,126
Philadelphia and Reading,	10,099,040	10,236,826	11,633,926	10,333,317	14,673,159
Philadelphia and Trenton,	2,053,024	2,001,825	.	.	8,156,040
Philadelphia, Wilmington and Baltimore,	333,309	448,774	.	793,365	1,085,142

Pittsburgh and Castle Shannon,	105,190	108,085	79,758	70,245	71,488
Pittsburgh, Cincinnati and St. Louis,	1,535,114	1,782,057			2,728,461
Pittsburgh and Connellsville,	1,490,747	1,547,156	1,551,562	10,829,465	2,045,397
Pittsburgh, Fort Wayne and Chicago,	2,504,245	2,629,607		2,990,157	3,786,324
Pittsburgh and Lake Erie,					571,461
Pittsburgh, Virginia and Charleston,	86,497	119,011			
Pittsburgh, Titusville and Buffalo,	739,711	755,942	724,423	522,432	625,669
Reading and Columbia,	290,854	281,851	302,187	265,123	349,361
Salisbury,		35,584	88,284	70,315	91,662
Shamokin Valley and Pottsville,		912,123	688,700		1,149,275
Sharpsville, Wheatfield, Sharon and Greenfield,		10,135			
Shenango and Allegheny,	264,092	265,193	349,229		
Somerset and Mineral Point,	7,247	7,338	7,162		
South Mountain Iron Company's,	19,589	15,021			
Spring Brook,	12,000				
State Line and Sullivan,		6,488			52,998
Stony Creek,	15,361	10,583	14,021	20,616	6,303
Summit Branch,	576,289	428,965		412,463	
South Mountain Railway and Mining,					
Tyoga,	507,648	501,442	478,742	529,294	37,321
Waynesburg and Washington,					691,187
West Chester and Philadelphia,	94,538	92,507			8,009
Western Maryland,	106,798	112,689	97,726	84,953	95,489
Wheeling, Pittsburgh and Baltimore,	9,471	24,307	181,867	136,021	136,220
Wilmington and Reading, { now Northern, }	246,961	224,916	20,263	20,627	15,130
Wilmington and Western, }	59,961	75,820	217,830	136,468	241,352
Total,	85,247,749	79,382,012	46,582,063	44,894,492	111,727,809

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allegheny Valley,	25	50	21	97	57
Allentown,	35	26	3,419	2,012,273	1,711,686
Atlantic and Great Western,	68	48	3,961,506	1,410	2,196
Pachman Valley,	29	11	2,562	3,844,280	4,135,286
Barclay Coal Company,	58	88	47,773	2,619	4,970
Bellefonte and Snow Shoe,	57	57	48,655	87,096	40,966
Bell's Gap,	42	77	41,963	41,570	41,628
Buffalo, New York and Philadelphia,	55	75	655,383	934,868	954,682
Berlin Branch,	85	75	2,164	3,011	3,018
Buffalo Valley,	83	83	3,523	3,065	3,018
Berlin,	85	85	90,658	112,869	1,937
Catawqua and Fogelsville,	46	85	228,000	226,000	98,232
Catawissa,	78	08	11,100	84,487	84,658
Charlton,	74	74	14,478	11,100	84,658
Chester Creek,	15	15	8,374	7,888	9,961
Chester and Delaware River,	28	28	312,277	401,664	454,014
Chestnut Hill,	14	14	84,070	87,384	117,376
Cleveland and Pittsburgh,	65	65	519,851	512,121	503,597
Colebrookdale,	24	24	721,526	572,428	1,211,590
Columbia and Port Deposit,	93	93	3,617,659	3,699,600	5,371,297
Corning, Cowanesque and Antrim,	44	44	19,324	19,209	19,209
Cornwall,	25	25	842,272	331,798	288,134
Cumberland Valley,	37	37	45,346	43,291	63,889
Delaware and Hudson Canal,	35	35	79,591	90,808	97,788
Delaware and Lackawanna and Western,	13	13	2,611	1,899	25,679
Dillsburg and Mechanicsburg,	40	40	218,002	165,000	495,308
Dunkirk, Allegheny Valley and Pittsburgh,	93	93	6,655	80,432	20,998
Delaware Western,	98	98	5,998	51	51
East Broad Top,	21	21	312,277	401,664	454,014
East Mahanoy,	63	63	84,070	87,384	117,376
Edgewood,	38	38	519,851	512,121	503,597
Elmira and Williamsport,	00	00	721,526	572,428	1,211,590
Erie,	49	49	3,617,659	3,699,600	5,371,297
Emmerton, Shippensburg and Clarion,	65	65	19,324	19,209	19,209
Erie and Pittsburgh,	25	25	842,272	331,798	288,134
Fayette County,	37	37	45,346	43,291	63,889
Foxburg, St. Petersburg and Clarion,	35	35	79,591	90,808	97,788
Frankford and Holmesburg,	13	13	2,611	1,899	25,679
	40	40	218,002	165,000	495,308
	93	93	6,655	80,432	20,998
	98	98	5,998	51	51

Greenlick Narrow Gauge,	24	6,976	6,849	61	3,491	99	8,955	24
Hanover Junction, Hanover and Gettysburg,	25	59,622	55,955	69	54,087	70	52,880	25
Harrisburg and Potomac,	96	11,671	11,552	80	10,768	85	11,294	42
Huntingdon and Broad Top Mountain,	86	272,455	261,410	25	240,041	47	253,639	86
Hanover and York,			64,483	85	55,849	15		
Ironton,	09	27,290	29,193	68	84,702	08	32,404	61
Jamestown and Franklin,	11	228,847	218,440	05	205,038	55	164,176	91
Junction,	88	168,200			186,525	94	177,875	59
Karns City and Butler,			115,111	20				
Kendall and Eldred,								
Lake Shore and Michigan Southern,	76	14,484,196	13,948,585		13,979,766	42	148,078	88
Lawrence,	13	174,257	178,172				15,271,492	47
Lawrenceville and Evergreen,	55	3,504	4,941	72	2,954	69	172,693	07
Lehigh and Lackawanna,	96	39,873	33,191	45	27,838	07	1,994	44
Lehigh and Susquehanna,	00	8,178,646	2,769,825	05	1,874,052	70	31,942	81
Lehigh Valley,	44	6,046,495	7,049,646	62			2,413,761	89
Ligonier Valley,							6,540,863	74
Little Saw Mill Run,	34	43,247			9,145	40	13,509	99
Littlestown,			36,619	69	23,629	14	48,014	59
Little Schuylkill Navigation,				54	16,720	99	15,175	34
Lykens Valley,			242,708	85	227,672	43		
McKean and Buffalo,			62,843	08	6,297	89		
Mine Hill and Schuylkill Haven,	19	25,819	57,219	89	60,620	87	142,090	21
Monongahela Inclined Plane,							50,238	03
Mont Alto,				00			321,800	00
Montrose,	72	24,721	18,808	18	15,135	88	16,733	81
Mount Carbon and Port Carbon,	62	11,444	8,216	08	7,755	20	17,839	01
Mount Oliver Inclined Plane,	54	22,449	25,559	72	27,895	69	20,884	10
Muncy Creek,				00	26,250	00		
Nesquehoning Valley,	20	9,358	9,476	59	9,644	45	10,849	50
New Castle and Beaver Valley,			8,306	70	9,104	23	8,805	46
New Castle and Franklin,	45	357,181	306,897	00	130,000	00		
Northern Central,	70	39,925	39,943	22	122,675	88	255,395	68
North East Pennsylvania,	45	8,246,848	2,889,074	71	48,617	74	53,199	56
North Pennsylvania,	00	24,845	27,706				2,809,558	37
New York, Lake Erie and Western,	61	1,417,734	1,676,865	71	19,904	61	17,449	10
Olena, Bradford and Warren,				20	1,460,923	72	1,021,183	84
Oil Creek and Allegheny River,							16,351,838	71
Parker and Karns City,				00			75,795	68
Peach Bottom,								
Pennsylvania,				87	43,160	57		
Pennsylvania Coal,				24				
Pennsylvania and New York Canal and,	97	20,493,251	52,715	65	7,329	07	39,974	44
	85	22,119	20,788,075	27			21,743,628	31
	67	1,430,269	15,661				12,105	18
			1,677,706				1,322,987	92

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Peoples',	815,296	58	814,284	40	89,654	05	87,887	40	87,997	68
Perkiomen,	22,397	05	66,338	89	67,134	21	72,778	10	194,690	44
Philadelphia and Baltimore Central,	284,027	84	304,425	54	275,672	23	257,570	40	255,772	81
Philadelphia and Erie,	8,365,837	24	8,352,979	15					3,091,807	81
Philadelphia, Germantown and Norristown,	278,073	86	277,923	34			278,495	66		
Philadelphia, Newton and New York,			3,038	82						
Philadelphia and Reading,	15,002,817	81	12,928,835	71	13,004,419	51	12,251,675	15	13,992,239	58
Philadelphia and Trenton,	1,942,922	40	3,076,343	81					1,901,736	10
Philadelphia, Wilmington and Baltimore,	2,849,553	60	3,305,437	57			2,680,445	85	2,852,089	14
Pickering Valley,	4,503	45	6,167	04	4,151	97	3,776	88	4,123	87
Pittsburgh and Castle Shannon,	375,930	47	390,582	07	123,454	83	106,317	37	141,245	03
Pittsburgh, Cincinnati and St. Louis,	3,175,970	00	3,282,705	50					3,625,686	19
Pittsburgh and Connellsville,	1,480,784	86	1,658,974	35	1,388,434	22	1,542,753	75	1,598,113	63
Pittsburgh, Fort Wayne and Chicago,	7,925,830	80	7,886,316	04			7,871,294	97	8,453,640	15
Pittsburgh, Virginia and Charleston,	122,593	80	127,738	70					144,784	25
Pennsylvania Company,							1,090,176	21	1,406,846	78
Pittsburgh, Titusville and Buffalo,			708,019	20	687,073	18	526,701	04	467,135	80
Reading and Columbia,	290,230	66	275,412	79	255,074	33	254,764	44	274,844	43
Salisbury,			3,588	00	8,393	81	7,563	69	11,837	65
Schuylkill Valley Navigation and Railroad Co.,							29,450	00		
Shamokin Valley and Pottsville,	410,022	98	290,865	16					416,561	95
Sharpsville, Wheatfield, Sharon and Greentield,	2,025	85			254,086	62				
Shenango and Allegheny,	201,039	93	188,909	23	9,327	85				
Somerset and Cambria,	12,671	94	11,169	94					1,589	87
South Mountain Iron Company's,	15,146	01	12,274	71						
Southern Pennsylvania Railway and Mining Co.,	28,231	17	18,422	40	16,490	27			15,093	90
State Line and Sullivan,			21,695	39	28,146	22	65,113	62	63,087	63
Stony Creek,	15,970	42	17,006	12	15,898	64	17,943	57	15,652	65
Summit Branch,	349,117	30	244,469	08			131,412	87		
South Mountain Railway and Mining,									22,528	41
Tioga,	293,660	26	298,771	54	334,076	96	325,446	23	387,224	65
Waynesburg and Washington,							20,768	11	27,051	83
West Chester and Philadelphia,	350,540	92	369,544	90	332,274	41	312,486	64	304,452	02
Western Maryland,	293,718	04	311,902	55	332,085	87	347,201	63	347,442	66
Wheeling, Pittsburgh and Baltimore,	48,321	48	50,880	18	42,934	65	40,984	25	41,193	80
Wilmington and Reading, } now Northern, {	197,776	39	167,791	84	2,914	24				
Wilmington and Northern,	40,277	25	46,109	31	135,934	39	129,681	44	154,204	82
Total,	\$131,798,375	09	\$125,789,841	57	\$12,078,109	36	\$61,448,962	53	\$128,984,836	82

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Hanover Junction and Susquehanna,			176,952		
Harrisburg and Potomac,	6,255	7,577	8,352	9,009	9,721
Huntingdon and Broad Top Mountain,	166,259	125,333	51,333	125,032	129,204
Hanover and York,		41,907	45,969	84,340	
Ironton,	17,381	12,150	15,245	17,699	17,808
Jamestown and Franklin,			181,064	124,967	100,022
Junction,	81,312			98,582	98,977
Karns City and Butler,			60,079		
Kendall and Eldred,					44,808
Lake Shore and Michigan Southern,	10,532,829	9,573,935	8,968,968	8,946,000	8,984,524
Lawrence,	89,760	68,728			94,531
Lawrenceville and Evergreen,	3,468	2,919	3,120	2,731	2,199
Lehigh and Lackawanna,	27,948	28,558	23,562	26,005	31,942
Lehigh and Susquehanna,	1,717,898	1,279,568	1,048,315	912,478	1,149,655
Lehigh Valley,	8,282,861	3,842,750	3,341,566		2,996,981
Ligonier Valley,					5,769
Little Saw Mill Run,	36,067	17,832	21,675	20,203	24,085
Littlestown,			16,235	16,215	12,458
Little Schuylkill Navigation,			77,788	218,471	
Lykens Valley,			1,541	1,701	
McKean and Buffalo,	25,206	28,994	21,946	4,774	142,048
Monongahela Inclined Plane,	11,534	10,490	8,580	7,848	23,959
Mont Alto,	7,840	7,332	6,269	7,366	7,835
Montrose,	13,751	16,162	14,762	14,127	13,269
Mount Oliver Inclined Plane,	5,632	7,821	5,833	5,541	18,053
Muncy Creek,		6,887	6,041	7,907	5,709
New Castle and Beaver Valley,	188,978	182,656	10,544	16,445	7,367
New Castle and Franklin,	25,716	22,801	30,363	27,207	154,188
Northern Central,	2,022,661	2,048,110			81,154
North-East Pennsylvania,					1,916,624
North Pennsylvania,	905,542	889,846	5,494	4,459	
New York, Lake Erie and Western,			1,052,758	887,862	460,748
Olena, Bradford and Warren,					11,174,696
Parker and Karns City,	49,689		595		89,455
Peach Bottom,			87,099		
Pennsylvania,	11,749,058	12,452,689	31,615	6,777	17,576
Pennsylvania Coal,	559,000	276,500			11,751,820
					390,000

Pennsylvania and New York Canal and People's	941,111	18	1,069,972	08	921,088	29					748,351	90
Parkman,	16,651	34	8,894	08							7,851	31
Philadelphia and Baltimore Central,		23	179,724	77	8,788	59	2,370	23			128,819	18
Philadelphia and Erie,		08	2,188,415	92	215,618	68	171,021	34			171,767	65
Philadelphia and Reading,		53	6,129,757	72			7,786,282	79			2,180,258	07
Philadelphia and Trenton,		91	1,049,684	64	8,277,806	51					9,471,613	24
Philadelphia, Wilmington and Baltimore,		26	1,729,396	40							933,482	62
Pickering Valley,							282,005	04			1,567,742	41
Pittsburgh and Castle Shannon,		20	66,257	87	2,476	69	50	00			23,790	46
Pittsburgh, Cincinnati and St. Louis,		36	2,396,375	54	126,619	50	100,832	21			117,626	88
Pittsburgh and Connellsville,		44	1,129,800	05	982,015	58	984,441	47			2,033,646	67
Pittsburgh, Fort Wayne and Chicago,		93	4,798,624	50			4,138,137	01			985,831	58
Pittsburgh and Lake Erie,											4,534,939	50
Pittsburgh, Virginia and Charleston,		51	87,893	15							177,725	77
Point Breeze,												
Pennsylvania Company,							180	75				
Pittsburgh, Titusville and Buffalo,		86	455,828	47	427,908	08	97,167	99			60,141	11
Reading and Columbia,		21	172,160	18	161,787	27	342,193	33			276,805	20
Salisbury,		72	3,449	87	7,459	84	181,139	96			174,697	96
Shamokin Valley and Pottsville,			161,449	97	118,757	87	5,821	51			7,518	49
Sharpsville, Wheatfield, Sharon and Greenfield,			1,832	97							129,757	22
Shenango and Allegheny,		15	116,929	77								
Somerset and Cambria,		63	4,362	56	5,046	10					687	75
South Mountain Iron Company's,		77	6,974	65	4,873	90						
Southern Pennsylvania Railway and Mining Co.,		71			15,918	28					15,114	82
State Line and Sullivan,		91	26,983	18	45,560	36	47,089	36			47,017	51
Stony Creek,		59			6,492	38	5,533	29			20,631	47
Summit Branch,		12	147,226	95			118,440	37				
South Mountain Railway and Mining,												
Tioga,		70	190,997	82	207,469	44					14,395	19
Waynesburg and Washington,							179,918	94			215,653	63
West Chester and Philadelphia,		52	188,571	01	188,295	53	26,122	42			19,589	84
Western Maryland,		81	206,219	56	219,940	57	166,359	41			171,750	73
Wheeling, Pittsburgh and Baltimore,		06	45,646	40	42,845	92	217,275	43			274,847	58
Wilmington and Reading, } now Northern,		35	138,662	80	1,566	74	36,162	82			33,594	76
Wilmington and Western, }		63	37,501	69	126,714	15	147,909	68			148,390	25
Total,		27	\$77,855,731	58	\$33,953,155	60	\$34,547,332	44			\$75,731,268	67

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	10	89	19	80	8	14	17	22	8	13
Atlantic and Great Western,	5	29	8	15	7	7	9	7	7	9
Barclay Coal Company,		1	1							
Bellefonte and Snow Shoe,			1	1		2	1	6		
Bell's Gap,	1	1		2		2	4		9	10
Buffalo, New York and Philadelphia,			4			1				
Buffalo Valley,			1							
Catsanqua and Fogsleville,										
Catawissa,								2		
Chartiers,	2	1		2					2	
Cleveland and Pittsburgh,	12	8	1	6					2	5
Corning, Cowanesque and Antrim,	1				8		1		1	4
Cornwall,										1
Cumberland Valley,	2	1	1	1		1			2	15
Delaware and Hudson Canal Company,	13	15	5	7	8	1	1	3	2	10
Delaware, Lackawanna and Western,	23	17	19	36	20	6	14	11	18	11
Dunkirk, Allegheny Valley and Pittsburgh,	4	6			1	8	2	1	4	15
East Broad Top,		8	1	5					1	
Elmira and Williamsport,	3	15	3	8					1	6
Erie,	106	208	101	169	1					
Embleton, Shippenville and Clarion,					1	1		2		
Erie and Pittsburgh,	1	6	1	4			6	8	1	9
Foxburg, St. Petersburg and Clarion,							1	1		
Greenlick Narrow Gauge,				1						
Hanover Junction, Hanover and Gettysburg,		1	1							1
Harrisburg and Pottsville,										1
Huntingdon and Broad Top Mountain,	1					3		6		
Jamestown and Franklin,		3			4		1			
Jefferson,	1							2	4	14
Junction,	2							2	2	
Karna City and Butler,					1	3				

Lake Shore and Michigan Southern,	7	7	4	13				12	4	5
Lawrence,		1	1							
Lawrenceville and Evergreen,										
Lehigh and Lackawanna,	1	7	18	13	5	4	9	8	7	9
Lehigh and Susquehanna,	12	26	34	71	30	27			27	58
Lehigh Valley,	28	1								
Lewisburg, Centre and Spruce Creek,			1					1	1	
Little Saw Mill Run,									1	
Lykens Valley,										
McKean and Buffalo,							1			
Mine Hill and Schuylkill Haven,			1							
Monongahela Inclined Plane,								1		
Monongahela,										
Muncy Creek,										2
New Castle and Beaver Valley,	2	7		8				5		2
New Castle and Franklin,	1	2	1							1
Northern Central,	17	34	13	28					11	20
North Pennsylvania,	9	2	10	14	21	23	10	12	9	15
New York, Lake Erie and Western,									106	351
Ott Creek and Allegheny River,		19								
Parker and Karns City,	3	1			1	1				
Peach Bottom,					2	10				
Pennsylvania,	119	359	150	446					123	588
Pennsylvania Coal,	9	9	7	8	9	8	3	8	6	5
Pennsylvania and New York Canal and,	5	17	9	14	4	31			4	35
Perkiomen,									3	2
Philadelphia and Baltimore Central,	3				1	3	2	4	2	1
Philadelphia and Erie,	18	50	17	74					25	141
Philadelphia and Reading,	53	81	62	79	98	110	73	88	71	115
Philadelphia and Trenton,	19	37	19	17					21	30
Philadelphia, Wilmington and Baltimore,	13	10	23	12			22	12	16	4
Pittsburgh and Castle Shannon,			1		2	1	1			
Pittsburgh, Cincinnati and St. Louis,	10	13	14	25					16	14
Pittsburgh and Connellsville,	15	20	21	9	11	12	17	9	16	11
Pittsburgh, Fort Wayne and Chicago,	26	40	15	31					9	19
Pittsburgh and Lake Erie,									3	2
Pittsburgh, Virginia and Charleston,			1				8	39		
Pittsburgh, Titusville and Buffalo,			4	27	2	9	2	13	3	14
Reading and Columbia,		2		4	6	3	5	5	1	3
Shanokin Valley and Pottsville,		13	1	6						
Shenango and Allegheny,	1	4		1						
Somerset and Mineral Point,										
State Line and Sullivan,							1	1		
Stony Creek,										2

RAILROAD REPORT.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS - Continued.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Summit Branch,	1	2	1	3	1	1	2	1	1	1
Tioga,	1	1	1	1	1	1	1	1	1	1
Waynesburg and Washington,	1	1	1	1	1	1	1	1	1	1
West Chester and Philadelphia,	1	1	1	1	1	1	1	1	1	1
Western Maryland,	1	1	1	1	1	1	1	1	1	1
Wheeling, Pittsburgh and Baltimore,	1	1	1	1	1	1	1	1	1	1
Wilcox and Howard Hill Improvement Company,	1	1	1	1	1	1	1	1	1	1
Wilmington and Reading, } now Northern, {	1	1	1	1	1	1	1	1	1	1
Wilmington and Western, }	1	1	1	1	1	1	1	1	1	1
Totals,	563	1,109	589	1,202	247	283	230	291	563	1,581

TABULATED RESULTS

COMPILED FROM PASSENGER RAILWAYS.

PASSENGER RAILWAY TABLE (A)—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as au- thorized by law.	Amount of stock subscribed.	Total amount now paid in of capi- tal stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown,	\$30,000	\$45,260	\$45,260	\$12,000	7	. . . . .
Central, Pittsburgh,	50,000	30,000	27,750	15,000	. . . . .	. . . . .
Central, Reading,	500,000	50,000	50,000	86,074	7	. . . . .
Citizens', Philadelphia,	200,000	100,000	192,500	16	. . . . .	10
Citizens', Pittsburgh,	50,000	62,675	184,000	21,526	8	. . . . .
Coalville,	1,000,000	29,562	590,000	380,000	7	. . . . .
Continental,	600,000	50,000	29,562	7,500	7	. . . . .
Easton and South Easton,	100,000	50,000	50,000	4,000	. . . . .	. . . . .
Empire,	100,000	100,000	100,000	75,000	. . . . .	. . . . .
Erie City,	750,000	600,000	600,000	102,000	. . . . .	. . . . .
Federal Street and Pleasant Valley,	1,500,000	1,500,000	572,860	227,500	7	. . . . .
Frankford and Southwark,	500,000	41,150	150,000	121,916	6	. . . . .
German town,	2,050,000	825,000	299,881	1,818	6 and 7	60 cts. per share.
Green and Coates Streets, Philadelphia,	500,000	58,475	195,000	62,500	7	. . . . .
Harrisburg City,	100,000	150,000	150,000	20,000	. . . . .	. . . . .
Hestonville, Mantus and Fairmount,	500,000	387,825	123,944	103,500	7	. . . . .
Lombard and South Street,	1,000,000	2,000,000	475,000	300,000	7	. . . . .
Manayunk and Roxborough Inclined Plane,	1,000,000	908,750	308,750	105,000	8	10
People's Street, Lackawanna county,	300,000	300,000	300,000	40,000	7 1/2	9
People's, Philadelphia,	150,000	200,000	150,000	88,741	7	. . . . .
Philadelphia City,	25,000	20,675	18,362	6,737	7	. . . . .
Philadelphia and Darby,	50,000	41,550	41,550	200	. . . . .	. . . . .
Philadelphia and Gray's Ferry,	750,000	. . . . .	420,000	58,400	6	. . . . .
Pittsburgh, Allegheny and Manchester,						
Pittsburgh and Birmingham,						
Pittsburgh, Oakland and East Liberty,						
Pittston,						
Reading City,						
Ridge Avenue, Philadelphia,						

[illegible]

PASSENGER RAILWAY TABLE (B.)

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.		CHARACTERISTICS OF ROAD.									
	Total cost of road and equipment.		Length of road.	Gauge of road.	Weight of rail per yard.	Number of car-houses, shops, and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number horses owned by the company.	Value of real estate held exclusive of roadway.
Allentown.	\$36,394	13	3.44	4.8 $\frac{1}{2}$	19	2	1	2	4	3	14	\$10,000
Central, Pittsburgh.	49,204	50	8.00	3.2	28 & 45	1	2	6	2	2	58	00
Central, Reading.	78,982	41	2.20	5.2 $\frac{1}{2}$	45	1	1	8	5	5	17	6,000
Citizens', Philadelphia.	299,044	74	10.00	5.2	46	7	1	46	2	867	213	150,000
Citizens', Pittsburgh.	160,875	22	5.55	5.2 $\frac{1}{2}$	44	5	1	28	5	213	9	75,304
Coalville.	47,403	15	2.50	4.6 $\frac{1}{2}$	20 & 34	8	1	4	22	5	617	27,152
Continental.	376,848	77	9.75	5.2	43 to 56	3	3	65	6	17	17	113,185
Easton and South Easton.	25,982	50	1.40	5.2	48	2	1	6	1	1	17	4,000
Empire.	106,000	00	8.50	5.2	45	2	1	9	1	1	84	6,000
Erie City.	53,428	69	2.45	4.8 $\frac{1}{2}$	30	2	1	13	9	1	132	35,000
Federal Street and Pleasant Valley.	140,000	00	2.60	5.2 $\frac{1}{2}$	46	1	1	89	1	534	534	120,000
Frankford and Southwark.	983,837	45	16.75	5.2	49	9	4	90	30	848	237	880,000
Germanatown.	940,977	70	31.00	5.2	45	13	3	37	5	8	23	64,285
Green and Coates Streets, Philadelphia.	247,128	62	7.00	5.2	47	5	2	8	6	602	23	1,500
Harrisburg City.	31,869	55	2.04	5.2 $\frac{1}{2}$	41	4	1	79	18	4	154	819,111
Hestonville, Mantua and Fairmount.	539,776	86	29.00	5.2	43	5	2	30	7	26	85	40,000
Lombard and South Street.	271,714	83	8.40	5.2	43	4	2	9	9	1	140	11,054
Manayunk and Roxborough Inclined Plane.	59,276	56	6.50	2.2 $\frac{1}{2}$	48	1	1	23	2	2	140	15,000
People's Street, Lackawanna County.	162,101	39	9.50	4.8 $\frac{1}{2}$	25	8	1	23	1	1	743	302,650
People's, Philadelphia.	208,896	46	6.50	5.2	43	1	1	120	1	1	190	00
Philadelphia City.	842,656	81	9.62	5.2 $\frac{1}{2}$	78 & 47	6	4	1	1	1	190	00
Philadelphia and Darby.	243,916	00	5.05	5.2 $\frac{1}{2}$	42	3	1	1	1	1	190	00
Philadelphia and Gray's Ferry.	10.87	00	5.2	5.2	44	3	1	1	1	1	190	00

Pittsburgh, Allegheny and Manchester,	291,260	49	4.75	5.2	50	5	3	37	2	3	237	114,708	35
Pittsburgh and Birmingham,	131,535	00	3.40	5.2	45	3	1	18	2	2	115	52,381	67
Pittsburgh, Oakland and East Liberty,	179,471	98	6.00	5.2½	27 & 43	4	2	26	..	4	122	38,576	67
Pittston,	28,768	75	2.00	5.2	42 & 23	1	..	3	..	..	4	..	..
Reading City,	47,223	14	2.50	5.2	45	3	1	10	..	1	76	1,000	00
Ridge Avenue, Philadelphia,	559,705	04	15.00	5.1	45	1	2	53	..	..	236	65,000	00
Schuylkill River,	47,453	54	3.12	5.2	44	..	7	100	9	11	628	100,000	00
Second and Third Streets,	839,555	50	37.00	5.2½	43 to 55	2	..	..	..	..	..	..	..
Seventeenth and Nineteenth Streets,	229,246	60	7.50	5.2	43 to 55	..	..	..	..	..	..	..	..
South Side,	81,851	13	3.00	5.2	27 & 33	2	1	2	14	..	79	10,000	00
Stroudsburg,	24,124	84	1.37	4.8½	28	1	1	1	1	..	6	3,000	00
Thirteenth and Fifteenth Streets,	335,848	75	12.00	5.2	43	6	2	32	16	10	408	105,000	00
Union, Philadelphia,	680,366	74	41.00	5.2	48	7	4	101	53	9	837	460,738	91
West Philadelphia,	841,945	07	16.50	5.2½	44	11	1	90	10	9	688	304,210	50
Wilkes-Barre and Kingston,	94,333	87	4.50	5.2	45	1	1	4	2	..	16	10,000	00
Williamsport,	..	..	2.15	4.8½	16	..	..	..	5	4	16	..	..
Total,	\$10,307,320	77	844.91	..	..	131	63	1,185	187	127	8,206	\$2,958,877	64

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Of maintaining the road or real estate of corporation.		Of operating the road.		Total.
		\$553	61	\$5,130	81	
Allentown,	102,378					45,684
Central, Pittsburgh,	440,914	1,990	72	17,984	41	19,955
Citizens', Reading,	175,235	287	77	6,054	80	6,342
Citizens', Philadelphia,	5,126,559	8,791	62	165,315	70	174,107
Citizens', Pittsburgh,	2,736,474	11,597	86	77,217	29	88,815
Coalville,	75,928	205	60	3,419	02	3,624
Continental,	5,202,058	3,704	32	152,351	13	156,055
Easton and South Easton,	107,244	414	92	5,032	00	5,446
Empire,	2,860,505					
Erle City,	248,035	1,896	49	9,743	78	11,580
Federal Street and Pleasant Valley,	1,092,584	559	52	34,486	65	34,996
Frankford and Southwark,	7,760,698	31,207	48	267,376	42	298,583
German town,	11,071,082	19,478	72	249,499	60	268,977
Green and Coates Streets, Philadelphia,	3,099,366	4,064	60	90,229	31	94,313
Harrisburg City,	255,952	652	56	10,913	14	11,565
Hestonville, Mantua and Fairmount,	4,680,416	8,923	68	179,580	70	183,504
Lombard and South Street,	1,387,817	3,058	08	56,791	19	59,849
Manayunk and Roxborough Inclined Plane,		678	16	9,677	46	10,350
Peoples Street, Lackawanna County,	258,223	1,940	38	14,210	03	16,150
Peoples, Philadelphia,	1,224,533	790	56	49,546	19	50,336
Philadelphia City,	8,453,018	20,082	05	295,604	52	315,686
Philadelphia and Gray's Ferry,	2,276,352	4,417	56	75,997	25	80,414
Pittsburgh, Allegheny and Manchester,	2,557,247	8,428	97	77,222	34	85,651
Pittsburgh and Birmingham,	1,494,062	5,172	62	48,574	39	53,747
Pittsburgh, Oakland and East Liberty,	991,027	4,080	47	54,862	66	58,943
Pittston,	81,482	137	47	896	02	1,033
Reading City,	190,894	1,354	60	10,756	14	12,110

Ridge Avenue, Philadelphia,	4,404,020	13,281	25	138,658	42	151,939	67
Second and Third Streets,	8,639,358	15,050	64	275,837	67	290,888	21
Seventeenth and Nineteenth Streets,	1,185,592	8,729	62	68,051	29	71,780	91
South Side,	463,067	2,501	02	21,921	67	24,422	69
Thirteenth and Fifteenth Streets,	4,837,494	8,631	70	162,247	10	170,878	80
Union, Philadelphia,	10,835,419	31,726	68	63,776	86	95,503	04
West Philadelphia,	8,274,518	18,469	44	823,271	69	846,741	13
Wilkes-Barre and Kingston,	184,010	1,022	00	9,980	61	11,002	61
Williamsport,	102,919	107	68	5,438	10	5,545	78
Total,	102,382,475	\$243,045	22	\$3,037,605	86	\$3,281,551	08

TABLE (D)--RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown,	48	90	00	45	33
Central, Pittsburg,	70	50	00	65	65
Central, Reading,	87	501	00	17	04
Citizens', Philadelphia,	12	00	00	58	70
Citizens', Philadelphia,	58	00	00	98	51
Coalville,	45	05	50	75	75
Conduent,	24	00	00	00	40
Easton and South Easton,	74	52	111	84	88
Erle City,	30	60	100	10	49
Federal Street and Pleasant Valley,	37	182	40	67	04
Frankford and Southwark,	94	108	3,480	00	77
German town,	02	00	4,044	00	99
Green and Coates Streets, Philadelphia,	02	00	1,534	00	12
Harrisburg City,	87	4	00	75	12
Hestonville, Mantua and Fairmount,	32	656	3,350	11	76
Lombard and South Street,	61	00	1,069	00	58
Manayunk and Roxborough Inclined Plane,	00	32	422	80	28
People's Street, Lackawanna county,	60	00	87	10	29
People's, Philadelphia,	33	00	888	00	86
Philadelphia City,	65	553	5,052	43	90
Philadelphia and Gray's Ferry,	12	500	1,373	98	78
Pittsburg, Allegheny and Manchester,	86	00	462	00	86
Pittsburg, Allegheny and Manchester,	87	146	75	00	87
Pittsburg, Allegheny and Manchester,	60	00	00	00	85
Pittsburg, Allegheny and Manchester,	15	00	00	00	15
Pittsburg, Allegheny and Manchester,	88	00	00	18	59
Reading City,	11	00	00	00	11
Ridge Avenue, Philadelphia,	88	00	5,884	00	70
Second and Third Streets,	71	00	1,881	00	88
Seventeenth and Nineteenth Streets,	97	62	68	00	35
South Side,	74	1,082	2,839	00	73
Thirteenth and Fifteenth Streets,	54	00	7,340	00	48
Union, Philadelphia,	44	385	4,467	81	75
West Philadelphia,	88	00	00	93	88
Wilkes-Barre and Kingston,	13	00	00	00	18
Williamsport,	51	85,519	948,893	8224,282	85,594,751
Total,	51	85	948,893	8224,282	85,594,751

TABLE B.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Pittsburgh,	1	.	1	1
Citizens' Philadelphia,	6
Continental,	.	2	.	.	.	3	.	4
Frankford and Southwark,	1	.	1	.
Hestonville, Mantua and Fairmount,	1	1	.
Lombard and South Street,	2	1	.
Philadelphia City,	.	1	.	.	1	.	1	3
Pittsburgh, Allegheny and Manchester,	2
Pittsburgh and Birmingham,	.	2	.	.	.	1	.	1
Reading City,	3
Second and Third Streets,	1
Seventeenth and Nineteenth Streets,	1	.	1
West Philadelphia,	1	4	.	.	.	.	1	4
Williamsport,	1	.	1
Total,	1	9	.	.	6	13	5	24

COMPARATIVE STATEMENT FOR FIVE YEARS.—Capital Stock Paid in.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allentown,	\$45,260 00	\$45,260 00	\$45,260 00	\$45,260 00	\$45,260 00
Central, Pittsburgh,	27,450 00	27,650 00	27,750 00	27,750 00	27,750 00
Central, Reading,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Citizens', Philadelphia,	192,750 00	192,750 00	192,750 00	192,500 00	192,500 00
Citizens', Pittsburgh,	184,000 00	184,000 00	184,000 00	184,000 00	184,000 00
Coalville,	69,675 00	61,675 00	62,675 00	62,675 00	62,675 00
Continental,	120,000 00	180,000 00	250,000 00	250,000 00	580,000 00
Easton and South Easton,	29,562 50	29,562 50	29,562 50	29,562 50	29,562 50
Erie City,	49,750 00	50,000 00	50,000 00	58,000 00	50,000 00
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Frankford and Southwark,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
German town,	587,760 00	572,860 00	572,860 00	572,860 00	572,860 00
Green and Coates Streets, Philadelphia,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City,	41,150 00	41,150 00	41,150 00	41,150 00	41,150 00
Hestonville, Mantua and Fairmount,	299,381 36	299,381 36	299,381 36	299,381 36	299,381 36
Lombard and South Street,	185,000 00	195,000 00	195,000 00	195,000 00	195,000 00
Manayunk and Roxborough Inclined Plane,	58,475 00	58,475 00	58,475 00	58,475 00	58,475 00
People's Street, Lackawanna County,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
People's, Philadelphia,	62,500 00	88,000 00	98,525 82	98,544 00	128,944 00
Philadelphia City,	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia and Darby,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry,	291,800 00	298,750 00	308,750 00	308,750 00	308,750 00
Pittsburgh, Allegheny and Manchester,	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Pittsburgh and Birmingham,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Pittston,	17,975 00	18,812 50	18,812 50	18,862 50	18,862 50
Reading City,	41,550 00	41,550 00	41,550 00	41,550 00	41,550 00
Ridge Avenue, Philadelphia,	420,000 00	420,000 00	420,000 00	420,000 00	420,000 00
Riverside,	750 00	775 00	8,790 00	8,790 00	8,790 00
Schuylkill River,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Second and Third Streets,	671,576 25	671,576 25	671,576 25	671,576 25	671,576 25
Seventeenth and Nineteenth Streets,	160,000 00	250,000 00	250,000 00	250,000 00	250,000 00
South Side,	41,050 00	41,050 00	41,050 00	41,050 00	41,050 00
Stroudsburg,	20,000 00	25,600 00	25,600 00	25,600 00	25,600 00
Thirteenth and Fifteenth Streets,	334,529 44	334,529 44	334,529 44	334,529 44	334,529 44

COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allentown.	\$12,746	\$12,000	\$12,000	\$12,000	\$12,000
Central, Pittsburgh,	12,775	12,183	12,000	12,000	15,000
Central, Reading,	15,850	22,150	22,142	36,426	36,074
Citizens', Philadelphia,		192,750			
Citizens', Pittsburgh,	52,800	184,000	43,342	45,165	9,748
Coalville,	20,129	20,076	20,235	21,754	21,528
Continental,		140,000	100,000	100,000	380,000
Easton and South Easton,				7,500	7,500
Empire,	202,482	202,482	241,199	284,406	200,000
Erle City,					4,000
Federal Street and Pleasant Valley,	76,750	75,000	75,453	77,000	75,000
Frankford and Southwark,	216,000	202,500	142,000	102,000	102,000
Germanatown,	137,687	223,000	240,456	229,000	227,500
Green and Coates' Street, Philadelphia,	100,000	100,000	105,000	121,616	121,916
Harrisburg City,			1,739	1,818	1,318
Hestonville, Mantua and Fairmount,	412,489	461,127	558,342	535,401	528,704
Lombard and South Street,	62,500	62,500	62,500	62,500	62,500
Manayunk and Roxborough Inclined Plane,		3,000	2,225	3,000	3,000
People's Street, Lackawanna County,	11,000	10,000	13,000	20,000	20,000
People's, Philadelphia,	90,000	109,000	117,866	129,210	103,500
Philadelphia City,	300,000		300,000	300,000	300,000
Philadelphia and Darby,	100,000		100,000	100,000	100,000
Philadelphia and Gray's Ferry,	34,000		34,000	34,000	
Pittsburgh, Allegheny and Manchester,	105,000	108,000	105,000	105,000	105,000
Pittsburgh and Birmingham,	42,100	41,000	40,000	40,000	40,000
Pittsburgh, Oakland and East Liberty,	74,541	79,105	87,054	83,662	88,741
Pittston,	7,700	6,500	6,900	5,960	6,737
Reading City,	3,252	1,500	412	187	200
Ridge Avenue, Philadelphia,	65,482	58,400	78,400	58,400	58,400
Riverside,	2,535				
Schuylkill River,	109,500	93,500	98,500	9,800	9,800
Second and Third Streets,	85,133	116,877	113,800	111,180	
Seventeenth and Nineteenth Streets,	21,893	3,270	18,672	23,507	25,295
South Side,			132	14	27
Stroudsburg,	5,600	458	50		75
Thirteenth and Fifteenth Streets,	70,500	129,500	100,000	100,000	100,000
Union, Philadelphia,	565,000	565,000	565,000	555,000	500,000

	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Union, Warren	500	00	500	00	00	00	00	00	00	00	00	00	00
West End Philadelphia	67,829	00	67,829	00	00	00	00	00	00	00	00	00	00
West Philadelphia	250,000	00	250,000	00	00	00	00	00	00	00	00	00	00
Williamsport	1,790	32	1,790	32	00	00	00	00	00	00	00	00	00
Total	\$3,117,809	97	\$3,691,539	70	\$3,697,665	68	\$3,501,479	33	\$3,506,692	93	\$3,506,692	93	\$3,506,692

COMPARATIVE STATEMENT FOR FIVE YEARS.—Interest on Funded Debt, and Cash or Stock Dividends Declared.

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1875.	1876.	1877.	1878.	1879.	1876.	1877.	1878.	1879.	
Allentown.	7	7	7	7	7		2			
Central, Pittsburgh,	6	6	6	7			\$12 50			
Central, Reading.	7	7	7	7			9 50	10 00	10 00	
Citizens', Philadelphia,								11	10	
Citizens', Pittsburgh,	7½	7		7						
Coalville,	8	8	8	8	8					
Continental,		7	7	7	7			7		
Easton and South Easton,										
Empire,	7	7	7	7	7					
Erie City,										
Federal Street and Pleasant Valley,	7½	7½	7½	7½ & 6	7½ & 6		6	7	9	
Frankford and Southwark,	7	7	7	7	7			10	17	
German town,							16	12	20	
Green and Coates Streets, Philadelphia,				6	6		\$5 00	\$2 00	\$6 per share.	6
Harrisburg City,	6 & 7	6 & 7	6 & 7		6 & 7		6			
Hestonville, Mantua and Fairmount,									60c. per share.	
Lombard and South Street,	7	7	7	7	7				50c. per share.	
People's Street, Lackawanna County,										
People's, Philadelphia,	6 & 7	6 & 7	6 & 7	6 & 7	6 & 7		6	18		
Philadelphia City,	7	7	7	7	7					
Philadelphia and Darby,	7	7	7	7	7		2 00		2 75	
Philadelphia and Gray's Ferry,	8	8	8	8	8		6	8	10	
Pittsburgh, Allegheny and Manchester,		7½	7½	7½	7½				9	
Pittsburgh and Birmingham,		7	7	7	7					
Pittsburgh, Oakland and East Liberty,		7	7	7	7					
Pittston,	7	7	7	7	7					
Reading City,									2	
Ridge Avenue, Philadelphia,	6 & 7	6 & 7	6 & 7	6 & 7	6 & 7		10	14		
Schuylkill River,							\$0 50	50c. per share.		
Second and Third Streets,	7	7	7	7			10½	10	10	

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost of Road and Equipment.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allentown,	\$36,204	\$36,294	\$36,394	\$36,394	\$36,304
Central, Pittsburgh,	77,939	58,856	49,204	49,204	49,204
Central, Reading,	58,856	80,418	79,140	78,932	78,087
Citizens', Philadelphia,	256,957	293,219	299,044	299,044	299,044
Citizens', Pittsburgh,	184,354	176,732	168,038	110,828	160,675
Coalville,	47,683	47,365	47,365	47,403	47,403
Continental,	123,870	324,470	355,715	368,122	376,848
Easton and South Easton,	25,962	25,962	25,962	25,962	25,962
Empire,	106,000	106,000	106,000	106,000	106,000
Erle City,	41,685	43,485	43,485	50,900	53,428
Federal Street and Pleasant Valley,	139,760	138,179	138,179	140,715	140,000
Frankford and Southwark,	967,430	963,887	963,887	963,887	963,887
German town,	847,628	949,065	963,447	936,962	940,977
Green and Coates' Streets, Philadelphia,	244,441	244,441	244,441	244,441	247,128
Harrisburg City,	24,585	26,412	27,980	29,604	31,869
Hestonville, Mantua and Fairmount,	489,665	556,464	535,281	538,472	539,776
Lombard and South Street,	261,485	270,595	271,594	271,594	271,714
Manayunk and Ruxborough, Inclined Plane,	56,123	58,828	59,276	59,276	59,276
People's Street, Lackawanna County,	158,728	158,728	158,728	162,101	162,101
People's, Philadelphia,	181,939	200,920	205,491	206,054	206,896
Philadelphia City,	816,540	848,461	826,881	826,881	842,656
Philadelphia and Gray's Ferry,	303,625	312,550	243,989	243,916	243,916
Pittsburgh, Allegheny and Manchester,	279,780	279,040	279,020	279,670	281,280
Pittsburgh and Birmingham,	142,941	147,959	127,234	180,550	181,565
Pittsburgh, Oakland and East Liberty,	177,157	178,197	179,813	179,471	179,471
Pittston,	25,000	25,000	26,250	26,250	26,763
Reading City,	46,675	46,675	47,001	47,223	47,223
Ridge Avenue, Philadelphia,	431,777	486,677	614,264	556,764	559,705
Riverside,	242	267	310	310	310
Schuylkill River,	47,463	47,463	47,463	47,463	47,463
Second and Third Streets,	826,825	841,492	849,372	849,737	859,555
Seventeenth and Nineteenth Streets,	205,238	210,515	218,311	228,421	229,246
South Side,	81,851	81,851	81,851	81,851	81,851
Stroudsburg,	23,056	23,936	24,124	24,124	24,124
Thirteenth and Fifteenth Streets,	281,011	316,189	332,060	324,544	335,848
Union, Philadelphia,	1,393,864	1,411,384	1,012,009	1,013,009	680,866
Union, Warren,	17,000	17,000	17,000	17,000	17,000
	29	89	13	18	13
	35	99	50	50	50
	99	56	57	41	41
	05	46	74	74	74
	40	58	18	82	23
	58	64	64	15	15
	15	43	28	07	77
	50	50	50	50	50
	00	00	00	00	00
	23	23	23	00	69
	62	98	98	23	00
	02	45	45	23	00
	23	28	83	45	45
	56	56	56	70	70
	42	65	56	62	62
	43	99	66	86	55
	55	83	83	66	86
	17	06	56	83	83
	77	77	56	56	56
	26	84	84	39	39
	35	33	33	45	45
	24	24	74	31	31
	54	49	49	00	00
	09	75	00	49	49
	15	98	76	98	98
	00	00	99	00	75
	24	24	94	14	14
	34	34	67	72	04
	00	00	20	54	54
	54	54	54	86	50
	96	48	55	60	60
	28	90	95	13	13
	13	13	18	84	84
	69	69	84	75	75
	86	28	42	38	74
	86	10	78	78	74

West End, Philadelphia,	311,849	55	839,047	98	839,988	98	841,845	07
West Philadelphia,	81,909	75	94,883	87	94,833	87	94,833	87
Wilkes-Barre and Kingston,	94,833	37	42,833	77	41,808	77	..	..
Williamsport,	48,121	77					..	..
Total,	\$10,216,596	07	\$10,654,796	19	\$10,494,196	79	\$10,807,320	77

COMPARATIVE STATEMENT FOR FIVE YEARS.—Number of Passengers (all classes) carried in Cars.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allentown,	144,020	142,242	100,718	91,500	102,878
Central, Pittsburgh,	278,166	398,777	482,326	440,914	440,914
Central, Reading,	58,634	194,203	178,045	159,568	175,235
Citizens', Philadelphia,	4,831,546	5,467,919	5,792,363	4,974,565	5,128,569
Citizens', Pittsburgh,	8,107,686	2,905,873	8,724,891	2,738,467	2,798,474
Coalville,	108,114	71,063	51,472	49,453	75,928
Continental,	128,165	1,990,858	2,699,437	2,699,952	5,202,058
Easton and South Easton,	2,290,614	104,373	110,525	104,103	107,244
Empire,	254,509	2,681,321	2,817,728	2,346,282	2,360,505
Erle City,	993,993	219,270	184,822	218,178	248,035
Federal Street and Pleasant Valley,	7,558,850	946,721	1,205,580	1,013,985	1,082,594
Frankford and Southwark,	8,247,247	8,682,094	7,819,963	7,752,504	7,760,698
Germanatown,	8,151,825	13,339,672	10,814,484	9,914,902	11,071,082
Green and Coates Streets, Philadelphia,	292,365	3,536,456	2,862,701	2,827,956	3,099,366
Harrisburg City,	6,646,898	232,533	221,098	212,107	255,952
Heatonville, Mantua and Fairmount,	1,518,900	9,634,669	4,778,196	1,459,329	4,686,416
Lombard and South Street,	181,944	1,842,214	1,643,967	4,500,096	1,387,817
Manayunk and Roxborough Inclined Plane,	416,063	64,414	184,030	235,163	258,223
People's Street, Lackawanna County,	2,567,551	388,245	260,706	1,117,634	1,224,553
People's, Philadelphia,	8,619,357	1,408,157	1,108,522	8,062,114	8,453,018
Philadelphia City,	2,651,765	13,736,705	7,938,987	2,183,172	2,276,352
Philadelphia and Gray's Ferry,	2,857,850	2,413,328	2,240,091	2,572,908	2,557,247
Pittsburgh, Allegheny and Manchester,	1,488,491	2,745,848	2,607,713	1,401,020	1,484,062
Pittsburgh and Birmingham,	1,231,870	1,428,531	1,374,303	1,006,849	991,037
Pittsburgh, Oakland and East Liberty,	4,108,050	1,095,667	1,032,840	64,534	31,482
Pittston,	8,757,115	195,648	174,702	175,120	190,894
Reading City,	8,207,433	4,591,229	4,255,654	4,316,253	4,404,020
Ridge Avenue, Philadelphia,	584,647	9,589,635	8,844,277	8,490,480	8,639,858
Second and Third Streets,	88,395	3,359,589	2,378,261	2,290,233	1,185,592
Seventeenth and Nineteenth Streets,	8,929,259	513,385	467,446	455,300	463,067
South Side,	8,929,259	80,878	21,909	11,015	4,837,494
Stroudsburg,	8,929,259	4,680,897	3,892,058	4,468,911	4,837,494
Thirteenth and Fifteenth Streets,	8,929,259	4,680,897	3,892,058	4,468,911	4,837,494

Union, Philadelphia,	10,635,818	11,392,328	10,117,603	10,889,200	10,835,419
West End, Philadelphia,	8,493,721	4,146,890	9,384,816	10,207,428	8,274,548
West Philadelphia,	266,180	15,008,950	188,038	178,720	184,010
Wilkes-Barre and Kingston,	218,669	268,417	176,130	179,667	102,919
Williamsport,		228,679			
Total,	99,800,057	129,906,056	102,653,827	99,028,598	102,332,476

West End, Philadelphia,	158,805	20	448,553	68	412,922	77	846,741	18
West Philadelphia,	514,860	11	10,613	97	10,185	41	11,002	61
Wilkes-Barre and Kingston,	13,118	51	10,462	08	8,998	74	5,545	78
Williamsport,	11,568	84						
Total,	\$5,439,044	50	\$4,100,299	77	\$3,689,729	55	\$3,281,551	08

COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allentown,	\$12,475	\$11,551	\$8,180	\$7,478	\$7,808
Central, Pittsburgh,	24,845	21,462	19,250	19,399	84,232
Central, Reading,	8,260	10,571	8,579	7,893	7,847
Citizens', Philadelphia,	358,957	404,466	425,190	307,384	312,351
Citizens', Pittsburgh,	174,084	158,271	148,431	147,432	147,834
Coalville,	11,768	10,185	5,862	4,089	5,491
Continental,	7,146	116,430	154,678	162,605	284,388
Easton and South Easton,	137,436	7,908	8,743	12,153	7,430
Empire,	12,673	157,879	9,518	10,333	11,514
Erie City,	54,586	50,190	62,881	51,399	55,530
Federal Street and Pleasant Valley,	478,880	548,986	452,568	442,236	486,163
Frankford and Southwark,	419,851	653,493	471,158	406,407	451,890
German town,	182,416	206,298	180,261	157,554	169,503
Green and Coates Streets, Philadelphia,	16,970	15,946	12,836	12,503	14,983
Harrisburg City,	794,206	1,221,862	372,932	279,711	850,081
Hestonville, Mantua and Fairmount,	180,177	101,262	83,309	75,882	78,288
Lombard and South Street,	14,980	16,084	14,683	12,853	11,989
Manayunk and Roxborough Inclined Plane,	34,294	31,184	20,324	18,306	19,410
People's Street, Lackawanna county,	26,792	106,272	72,364	70,178	101,891
People's, Philadelphia,	514,126	793,160	449,621	449,716	471,849
Philadelphia City,	125,556	152,807	197,061	119,841	125,094
Philadelphia and Gray's Ferry,	159,907	154,777	143,838	138,826	138,625
Pittsburgh, Allegheny and Manchester,	75,484	71,935	68,168	69,394	74,284
Pittsburgh and Birmingham,	86,348	81,592	79,064	68,170	66,086
Pittsburgh, Oakland and East Liberty,	251,808	15,898	10,768	9,954	11,804
Pittston,	251,808	281,041	287,840	239,242	241,051
Reading City,	546,780	579,057	504,976	483,904	492,210
Ridge Avenue, Philadelphia,	241,650	363,562	189,974	178,877	63,470
Second and Third Streets,	31,693	25,823	21,693	23,218	23,406
Seventeenth and Nineteenth Streets,	6,033	5,443	4,674	2,319	2,319
South Side,	216,276	271,673	213,147	247,742	266,821
Stroudsburg,	16	90	96	56	78
Thirteenth and Fifteenth Streets,	16	90	96	56	78

Union, Philadelphia,	701,057	79	770,398	00	638,616	08	639,241	57	665,436	48
West End, Philadelphia,	431,897	96	431,258	92	522,190	01	521,997	75	450,552	75
West Philadelphia,	21,798	37	755,658	18	15,300	71	14,128	86	14,006	86
Wilkes-Barre and Kingston,	10,933	44	21,845	56	8,806	63	7,599	79	5,146	18
Williamsport,			11,433	96						
Total,	\$6,875,005	17	\$6,650,628	54	\$5,825,118	82	\$5,400,233	19	\$5,591,751	09

COMPARATIVE STATEMENT FOR FIVE YEARS.—Accidents.

NAME OF COMPANY.	1876.		1877.		1878.		1879.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Pittsburgh,	.	.	.	.	.	.	.	1
Central, Reading,	.	.	.	1	.	.	.	.
Citizens', Philadelphia,	.	1	.	.	.	.	1	.
Citizens', Pittsburgh,	.	2	.	3	.	.	.	.
Continental,	.	.	2	2	1	.	.	5
Easton and South Easton,	.	.	.	.	1	.	.	.
Empire,	2	.	.	.	.	.	.	.
Federal Street and Pleasant Valley,	.	.	.	.	.	1	.	.
Frankford and Southwark,	6	20	1	3	.	4	.	4
Harrisburg City,	.	2	1	1	.	.	.	.
Hestonville, Mantua and Fairmount,	.	5	.	5	.	.	1	.
Lombard and South Street,	.	.	.	1	1	.	1	.
People's Street, Lackawanna County,	.	.	.	.	.	.	.	.
People's, Philadelphia,	.	.	.	.	.	.	.	.
Philadelphia City,	2	1	.	9	.	1	.	3
Philadelphia and Gray's Ferry,	.	.	1	5	.	.	.	.
Pittsburgh, Allegheny and Manchester	.	.	2	.	1	.	1	.
Pittsburgh and Birmingham,	.	.	.	.	.	2	.	2
Pittsburgh, Oakland and East Liberty,	.	1	.	.	.	.	.	.
Reading City,	.	.	.	.	.	.	.	1
Ridge Avenue, Philadelphia,	.	.	.	1	.	.	.	.
Second and Third Streets,	.	3	2	1	.	1	2	.
Seventeenth and Nineteenth Streets,	.	.	1	.	.	.	.	1
South Side,	1	.	.	.	.	.	.	.
Thirteenth and Fifteenth Streets,	.	.	.	2	.	1	.	.
West Philadelphia,	.	2	3	12	2	1	1	4
Wilkes-Barre and Kingston,	1	1	.	2	.	.	.	.
Williamsport,	.	.	.	.	.	.	.	1
Total,	12	38	17	38	8	13	7	22

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of cap- ital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and float- ing debt.
Delaware and Hudson,		\$20,000,000	\$19,837,000		\$19,837,000
Delaware Division,	\$2,400,000	1,633,350	800,000		800,000
Lehigh Coal and Navigation,		11,204,250	15,565,151		15,565,151
Monongahela Navigation,		1,004,500	84,000		84,000
Muncy,		2,625			
Pennsylvania,	5,000,000	4,435,765	2,975,000	\$30,000	8,035,000
Schuylkill Navigation,		4,008,788	8,520,375	147,428	8,667,802
Susquehanna,		2,002,746	2,898,310	128,310	8,028,650
Union,	2,907,850	2,907,850	8,000,000	75,000	8,075,000
Total,	\$10,307,850	\$47,309,872	\$53,679,837	\$410,767	\$54,090,604
	00	00	03	28	31

TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.	
	No. of tons of through freight on main line.	Gross amount of tonnage, including branches and leased canals.	Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.	Total.
Delaware and Hudson, . . . . .	. . . . .	1,423,835	\$219,509	\$71,856	\$291,425	\$41,025	78
Lehigh Coal and Navigation, . . . . .	. . . . .	747,815	68,637	167,091	235,628	1,800,610	83
Monongahela Navigation, . . . . .	. . . . .	. . . . .	27,102	82,745	59,848	217,641	08
Munsey, . . . . .	. . . . .	8,835	19	. . . . .	19	75	41
Pennsylvania, . . . . .	. . . . .	906,523	140,662	84,180	174,843	282,767	49
Schuylkill Navigation, . . . . .	. . . . .	1,111,160	75,644	78,054	148,698	448,000	65
Susquehanna, . . . . .	. . . . .	871,625	21,956	14,451	36,406	44,718	73
Union,	2,545	29,663	7,039	9,181	16,251	25,684	06
Total,	2,545	4,498,455	\$500,561	\$402,561	\$903,123	\$3,378,528	48

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Lumber.	Shingles.	COAL.		IRON.		Other iron or castings.
			Anthracite.	Bituminous.	Pig.	Railroad.	
Delaware and Hudson,	25,608	.. . . .	1,218,086	777	.. . . .	.. . . .	2,218
Lehigh Coal and Navigation,	32,148	.. . . .	612,460	2,147	48,480	.. . . .	1,811
Monongahela Navigation, . . . . .	.. . . .	.. . . .	.. . . .	2,356,581	1,820	25,046	2,405
Muncy, . . . . .	.. . . .	.. . . .	8,830	.. . . .	.. . . .	.. . . .	1
Pennsylvania,	156,937	.. . . .	539,835	19,981	.. . . .	.. . . .	89,818
Schuylkill Navigation,	20,166	.. . . .	1,020,227	795	2,869	.. . . .	2,081
Susquehanna,	53,123	.. . . .	285,243	293	1,923	8,211	676
Union,	10,533	.. . . .	10,948	.. . . .	.. . . .	.. . . .	8,515
Total,	298,563	.. . . .	3,565,029	2,356,581	54,602	28,257	102,625

COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Capital Stock paid in.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Delaware and Hudson,	\$20,000,000 00	\$20,000,000 00	\$20,000,000 00	\$20,000,000 00	\$20,000,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation,	10,248,550 00	10,448,550 00	11,193,550 00	11,193,500 00	11,204,250 00
Monongahela Navigation,	1,004,300 00	1,004,300 00	1,004,400 00	1,004,500 00	1,004,500 00
Munsey,	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania,	4,477,400 00	4,485,765 00	4,485,765 00	4,485,765 00	4,485,765 00
Schuylkill Navigation,	4,105,898 00	4,090,089 00	4,085,196 00	4,084,088 00	4,088,786 00
Susquehanna,	2,002,706 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00
Union,	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00
Total,	\$46,383,479 00	\$46,575,275 00	\$47,315,422 00	\$47,314,894 00	\$47,309,872 00

COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Delaware and Hudson,	\$15,116,000 00	\$15,116,000 00	\$17,010,500 00	\$18,338,000 00	\$19,887,000 00
Delaware Division,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	14,825,792 77	14,816,792 77	14,779,140 84	14,848,274 84	15,565,151 09
Monongahela Navigation,	108,773 17	122,773 17	103,000 00	103,000 00	84,000 00
Pennsylvania,	3,090,000 00	3,090,000 00	2,985,000 00	2,980,000 00	3,085,000 00
Schuylkill Navigation,	8,752,837 65	8,755,172 31	8,718,147 87	8,702,485 17	8,687,802 34
Susquehanna,	2,921,693 81	2,927,753 25	2,919,086 91	2,948,173 28	3,028,650 88
Union,	3,059,900 00	3,062,500 00	3,062,500 00	3,069,000 00	3,075,000 00
Total,	\$48,679,497 40	\$48,690,991 50	\$50,887,375 13	\$51,783,983 27	\$54,090,604 31

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost of Canal and Fixtures.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Delaware and Hudson,	\$6,686,318	\$6,698,210	\$6,822,134	\$6,837,531	6,868,817
Delaware Division,	2,433,350	2,433,350	2,433,350	2,433,350	2,433,350
Lehigh Coal and Navigation,	3,000,000	7,455,000	7,455,000	4,455,000	4,455,000
Monongahela Navigation,	1,151,804	1,152,904	1,115,904	1,115,452	1,115,452
Muncy,	6,875	6,900	6,920	7,037	7,077
Pennsylvania,	12,729,905	12,675,605	12,670,655	12,670,055	12,622,805
Schuylkill Navigation,	4,677,511	4,928,896	4,928,896	4,928,896	4,930,593
Susquehanna,	5,907,850	5,907,850	5,907,850	5,907,850	5,907,850
Total,	\$36,593,744	\$41,249,716	\$41,376,711	\$51,025,402	\$38,355,446

G RAILROAD REPORT.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Gross Amount of Tonnage.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Delaware and Hudson,	1,778,094	1,307,993	1,293,891	1,361,005	1,423,335
Lehigh Coal and Navigation,	975,196	975,247	699,906	702,229	747,315
Monongahela Navigation,	291,270	880,652	3,623	2,816,974	3,885
Muncy,	3,317	888,390	772,189	668,706	806,522
Pennsylvania,	781,707	1,010,453	1,010,453	898,788	1,111,160
Schuylkill Navigation,	979,810	484,317	433,734	848,560	871,625
Susquehanna,	430,846	48,500	41,962	32,526	29,693
Union,	58,495	4,581,089	4,595,748	6,799,526	4,493,455
Total,	6,250,765	4,581,089	4,595,748	6,799,526	4,493,455

COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses Maintaining and Operating the Canal.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Delaware and Hudson.	\$302,074	46	\$184,033	50	\$291,425
Lehigh Coal and Navigation,	186,744	28	98,044	25	233,628
Monongahela Navigation,	80,487	82	70,949	12	59,848
Muncy,		23	2,835	00	19
Pennsylvania,	240,637	22	152,220	51	174,843
Schuylkill Navigation,	197,791	84	122,555	87	148,688
Susquehanna,	81,146	21	74,540	98	96,403
Union,	29,684	25	21,697	19	16,251
Total,	\$1,122,815	11	\$728,067	82	\$903,123

COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Delaware and Hudson,	\$67,983	46	\$44,813	14	\$41,025
Lehigh Coal and Navigation,	484,753	31	146,169	54	1,300,610
Monongahela Navigation,	190,576	99	227,090	03	217,641
Muncy,	23,500	00	65	00	75
Pennsylvania,	444,669	06	298,654	18	282,767
Schuylkill Navigation,	737,659	65	549,755	88	46,000
Susquehanna,	95,839	79	78,019	76	44,718
Union,	31,506	43	29,677	88	25,684
Total,	\$2,082,524	72	\$1,375,645	17	\$2,878,528

TABULATED RESULTS

COMPILED FROM TELEGRAPH REPORTS.

TABLE A.—Stock and Debt.

NAME OF COMPANY.	Capital stock as authorized by law.		Amount paid in as by last report.		Total amount now paid of capital stock.		Total amount of floating and funded debt.		Rate per cent. of interest on funded debt.		Rate per cent. of dividends.	
Atlantic and Ohio,	\$670,000	00	\$650,000	00	\$650,000	00	\$13,668	00	6	10 per ct.	10 per ct.	
American district,	400,000	00	400,000	00	400,000	00	00	00	6	2½ per ct.	2½ per ct.	
Pacific and Atlantic,	2,000,000	00	2,000,000	00	2,000,000	00	00	00	6	1½ per ct.	1½ per ct.	
Philadelphia Local,	25,000	00	400,000	00	400,000	00	00	00	6	6	6	
Philadelphia, Reading and Pottsville,	50,000	00	20,000	00	20,000	00	204,609	27	6	6	6	
Rockhill,	8,000	00	300	00	300	00	4,220	13	6	6	6	
Western Union,	41,073,410	00	41,073,410	00	41,073,410	00	6,255,280	10	6 and 7	6	6½ per ct.	
	\$44,201,410	00	\$44,543,710	00	\$44,543,710	00	\$6,477,777	40	6	6	6	

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipment.	Length of main line in miles.	Length of main line in Pennsylvania.	Number of stations, entire line.	Number of stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating line in Pennsylvania.		Number of messages sent during the year, entire line.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
								Male.	Female.			
American District.	\$388,083	83	240	138	138	1,984	356	80	40	31,775	214,985	786,988
Philadelphia Local.	400,000	00	255	138	138	356	356	130	40	332,010	332,000	331,000
Philadelphia, Reading and Pottsville.	250,179	54	934	844	844	691	691	514	8	173,685	173,685	173,685
Rockhill.	4,520	13	80	6	6	6	6	5	5	304	304	304
Western Union.			6,000	8,500	1,000	1,000				28,000,000	28,000,000	
Total.								1,250	1,250			

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.		Gross expenses in Pennsylvania.		Gross receipts, entire line.		Gross receipts in Pennsylvania.	
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
American District.	\$94,559	63	\$94,559	63	\$152,169	03	\$152,169	03
Philadelphia Local.	166,222	86	166,222	86	166,222	86	166,222	86
Philadelphia, Reading and Pottsville.	47,100	09	47,100	09	64,619	07	64,619	07
Western Union.	6,008,471	97			10,975,208	63		
Total.	\$6,216,354	55	\$307,862	58	\$11,358,219	59	\$388,010	96

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Atlantic and Ohio,	\$650,000 00	\$650,000 00	\$650,000 00	\$650,000 00	\$650,000 00
American District,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Erle County,	25,000 00	25,000 00	25,000 00	25,000 00	25,000 00
Pacific and Atlantic,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Philadelphia Local,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Philadelphia, Reading and Pottsville,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Rockhill,	300 00	300 00	300 00	300 00	300 00
Western Union,	41,074,700 00	41,074,700 00	41,074,700 00	41,074,700 00	41,074,700 00
Total,	\$44,570,000 00	\$44,572,700 00	\$44,547,700 00	\$44,543,710 00	\$44,543,710 00

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
American District,	\$10,901 30	\$10,708 90	\$28,746 35	\$29,781 10	\$18,668 00
Philadelphia, Reading and Pottsville,	225,532 24	229,394 16	209,638 04	209,636 04	204,609 27
Rockhill,	4,204 48	4,204 48	4,204 48	4,204 48	4,220 13
Western Union,	6,499,160 00	6,487,160 00	6,574,720 00	6,264,514 00	6,255,180 00
Total,	\$6,789,798 02	\$6,740,467 54	\$6,817,306 87	\$6,508,135 62	\$6,477,777 40

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
American District,	162,717	185,639	170,207	468,887	786,998
Erie County,	7,000	6,000			
Philadelphia Local,	391,000	81,800	425,000	323,000	351,000
Philadelphia, Reading and Pottsville,	160,823	188,917	166,972	143,417	173,685
Rockhill,		397	829	840	801
Western Union,	17,153,510			25,000,000	
Total,	17,867,550	857,853	762,508	25,935,644	1,211,987

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
American District,	65,087		79,890	132,831	214,965
Erie County,	7,000	6,000			
Philadelphia Local,	384,000	322,000	485,000	360,000	332,000
Philadelphia, Reading and Pottsville,	160,823	188,917	166,972	143,417	173,685
Rockhill,		397	829	840	801
Western Union,	17,153,510				
Total,	17,709,920	512,314	732,191	636,588	720,954

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
American District,	\$41,102	\$87,414	\$85,743	\$129,582	\$152,169
Erie County,	1,904	1,214			
Philadelphia Local,	157,183	166,587	203,102	148,153	166,222
Philadelphia, Reading and Pottsville,	54,745	60,117	59,409	55,246	64,619
Western Union,	9,564,574	10,034,983			
Total,	\$9,819,461	\$10,350,317	\$318,255	\$332,931	\$353,010

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
American District,	\$60,845	\$109,392	\$94,781	\$97,841	\$94,559
Erie County,	1,762	1,195			
Philadelphia Local,	157,183	166,587	203,102	148,153	166,222
Philadelphia, Reading and Pottsville,	61,030	52,227	41,881	43,687	47,100
Western Union,		6,635,473	6,514,596		
Total,	\$280,791	\$6,964,802	\$9,817,364	\$288,592	\$307,883

REPORTS OF COMPANIES.



REPORTS OF COMPANIES.

R E P O R T

OF THE

Allegheny Valley Railroad Company, for the year ending October 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John Scott, President,	Pittsburgh, Pa.
E. H. Utley, Secretary,	Pittsburgh, Pa.
Thomas R. Robinson, Treasurer,	Pittsburgh, Pa.
A. T. Rowand, Auditor,	Pittsburgh, Pa.
H. Blackstone, Chief Engineer,	Pittsburgh, Pa.
David McCargo, General Superintendent,	Pittsburgh, Pa.
Thomas M. King, Division Superintendent,	Pittsburgh, Pa.
A. A. Jackson, Division Superintendent,	Brookville, Pa.
General offices at Pittsburgh, Pa.	

*Names of Directors.**Residences.*

Colonel Thomas A. Scott,	Philadelphia.
George B. Roberts,	Philadelphia.
A. J. Cassatt,	Philadelphia.
J. N. DuBarry,	Philadelphia.
Henry M. Phillips,	Philadelphia.
John Scott,	Pittsburgh.
William P. Shinn,	Pittsburgh.
B. F. Jones,	Pittsburgh.
D. A. Stewart,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000,000	00
Capital stock authorized by votes of company,	2,166,500	00
Capital stock, amount subscribed,	2,166,500	00
Capital stock paid in by last report,	2,166,500	00
Capital stock, total amount now paid in,	2,166,500	00
Capital stock, number of shares issued, 43,330		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
General mortgage bonds, (due March 1, 1896, bear interest at seven and three tenths per cent., which is payable January 1 and July 1,) amount,	\$4,000,000	00
First mortgage bonds, low grade division, (due April 1, 1910, bear interest at seven per cent., which is payable April 1 and October 1,) amount,	10,000,000	00
Second mortgage bonds, low grade division, (due in annual installments of \$100,000, bear interest at five per cent., which is payable January 1 and July 1,) amount,	3,000,000	00
Income mortgage bonds, (due October 1, 1894, bear interest at seven per cent., which is payable April 1 and October 1,) amount,	6,974,000	00
Total amount now of funded debt,	\$23,974,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what:		
For interest, material, and labor for October, 1879, and sundry current balances due,	\$2,730,245	33
Total amount now of floating debt,	2,730,245	33
Total amount now of floating and funded debt,	\$26,704,245	33
Funded debt as per last report,	\$23,789,500	00
Floating debt as per last report,	2,842,982	04
	\$26,632,482	04

COST.

Total cost of entire road to date,	\$21,568,350	41
Average of same per mile of road laid,	83,275	44
Proportion of same for Pennsylvania,	83,275	44
Total cost of entire equipment,	2,413,862	53
Average cost of equipment per mile of road operated by company,	9,319	93
Proportion of same for Pennsylvania,	9,319	93
Cost of road and equipment per mile,	92,595	37
Proportion of same for Pennsylvania,	92,595	37

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Oil City and Driftwood,	242	242
Length of single main track,	230	230
Length of double main track,	12	12
Branches.		
Sligo branch, from Lawsonham to Sligo, { Length of branch, . . .	10½	10½
Plum Creek branch, from Verona to { Length of single track, . . .	10½	10½
Coal Works, { Length of branch, . . .	7	7
Aggregate length of main line and branches, . . .	7	7
Aggregate length of sidings and other track not above enumerated,	259½	259½
Aggregate length of main line, branches, leased roads, sidings, and other track,	70	70
	329½	329½

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use: River division, 28 miles; low
grade division, 77 miles; total, 105
Miles of steel rail in use: River division, 116 miles; low
grade division, 33 miles; total, 149
Weight of rail per yard, { Iron, 60 pounds.
Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 159
Wooden bridges, number of, 63; aggregate length, . . . 8,208 feet.
Stone bridges, number of, 62, arched; aggregate length, . 4,902 feet.
Iron bridges, number of, 10; aggregate length, 1,456 feet.
Wooden trestles, number of, 24; aggregate length, . . . 3,878 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at
what locality? Western Pennsylvania railroad, at West Penn Junction.

Stations.

Number of stations on main road: Passenger, 63; freight,
49; total, 112
Number of engine-houses and shops in Pennsylvania, 10;
total number entire road, 10
Number of wood and water stations on main road, . . . 15
Number of wood and water stations on branches, . . . 15
Number of tunnels, 5; aggregate length, 4,279 feet.

How is track laid, and on what foundation? With splice bars, and angle
bars, and rail braces, and on broken stone ballast, and vitreous cinders.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	65	
Number of locomotives of more than 30 tons weight,	10	
Number of passenger cars,	28	
Number of combination baggage and passenger cars,	9	
Number of baggage, mail, and express cars,	8	
Number of freight cars: House cars, 325; trucks, 1,306; total,	1,631	
Number of oil cars,	299	
Number of caboose cars, four-wheeled,	10	
Number of ballast and wrecking cars,	16	

Average number of cars in passenger trains, including bag-

gage cars, 3 $\frac{1}{6}$

Average number of cars in freight trains, 22 $\frac{5}{16}$

Average weight of passenger trains, including locomotive and tender, in working order,	131 tons.
Average weight of freight trains, including locomotive and tender, in working order,	265 tons.

DOINGS OF THE YEAR.**Transportation and total Miles Run.**

Number of miles run by passenger trains,	473,560
Number of miles run by freight trains,	840,846
Number of miles run by coal trains: Included in freight.	
Number of through passengers for the year on main road,	15,900
Number of passengers (all classes) carried in cars, . . .	786,550
Number of passengers carried one mile,	18,783,079
Number of passengers carried one mile in Pennsylvania,	18,783,079
Number of tons of 2,000 pounds of through freight for the year on main road,	42,945
Number of tons of freight carried one mile,	88,799,349
Number of tons of freight carried one mile in Pennsylvania,	88,799,349
Gross amount of tonnage for the year, (2,000 pounds per ton,)	2,335,820
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	80
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878,	62,318	June, 1879,	62,773
December, 1878,	64,367	July, 1879,	76,705
January, 1879,	53,388	August, 1879,	83,150
February, 1879,	50,999	September, 1879,	64,979
March, 1879,	65,024	October, 1879,	68,095
April, 1879,	69,817		
May, 1879,	64,940	Total,	<u>786,550</u>

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	7,801	Stone and lime: Included in other articles.	
Bituminous coal,	1,029,810	Merchandise and manufactures,	156,301
Petroleum, and other oils,	453,467	Live stock,	1,836
Pig iron,	90,108	Lumber,	178,928
Railroad iron,	2,992	Other articles,	289,818
Other iron or castings: Included in other articles.			
Iron and other ores,	118,454		<u>2,335,820</u>
Agricultural products,	26,305		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2 ¹⁴⁰ / ₁₀₀₀ cents
For first-class way passengers,	2 ⁸⁸⁰ / ₁₀₀₀ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	1 ¹⁷ / ₁₀₀₀ cents.
For through coal, per ton per mile,	0 ⁸⁵⁴ / ₁₀₀₀ cents.
For local freight, per ton per mile,	1 ⁴⁴³ / ₁₀₀₀ cents.
For local coal, per ton per mile,	1 ⁸⁹³ / ₁₀₀₀ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1878,	\$3,186	94	\$27,422	02	\$30,558	96
December, 1878,	3,163	03	27,690	80	30,853	83
January, 1879,	2,425	94	21,426	38	23,852	32
February, 1879,	2,498	22	20,940	72	23,438	94
March, 1879,	2,727	86	29,230	58	32,008	44
April, 1879,	4,583	62	36,273	37	40,856	99
May, 1879,	3,564	22	29,291	62	32,855	84
June, 1879,	3,309	96	26,658	41	29,968	37
July, 1879,	4,753	51	32,036	35	36,789	86
August, 1879,	6,344	61	32,349	63	38,694	24
September, 1879,	3,594	67	30,256	65	33,851	32
October, 1879,	4,828	49	31,085	66	35,914	15
Total,	\$44,981	07	\$344,712	19	\$389,643	26

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1878,	\$7,078	40	\$103,933	12	\$111,011	52
December, 1878,	4,163	60	78,747	29	82,910	89
January, 1879,	5,174	48	99,531	74	104,706	22
February, 1879,	6,567	65	101,546	79	108,114	44
March, 1879,	6,278	81	107,503	04	113,781	85
April, 1879,	4,105	75	96,119	60	100,225	35
May, 1879,	7,172	15	99,085	51	106,257	66
June, 1879,	4,550	24	92,076	76	96,627	00
July, 1879,	5,503	32	100,983	60	106,486	92
August, 1879,	4,608	21	93,674	94	98,283	15
September, 1879,	5,635	63	111,476	53	117,112	16
October, 1879,	6,901	16	115,151	75	122,052	91
Total,	\$67,739	40	\$1,199,830	67	\$1,267,570	07

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1878, .	\$1,751	40	\$1,460	26	\$4,301	19	\$7,512	85
December, 1878, .	1,751	40	1,488	08	3,459	77	6,699	20
January, 1879, . .	1,751	41	1,462	12	1,421	82	4,634	85
February, 1879, . .	1,751	41	1,305	66	855	86	3,912	43
March, 1879, . . .	1,751	41	1,426	62	691	08	3,869	11
April, 1879, . . .	1,751	40	1,309	02	1,444	57	4,504	99
May, 1879,	1,751	40	1,588	25	987	80	4,327	45
June, 1879,	1,751	41	1,269	65	720	60	3,741	66
July, 1879,	1,751	40	1,354	49	477	43	3,583	32
August, 1879, . . .	1,751	40	1,280	08	418	90	3,450	33
September, 1879, .	1,751	41	1,343	23	471	62	3,566	26
October, 1879, . .	1,751	40	1,539	01	1,390	38	4,680	79
Total,	\$21,016	85	\$16,826	37	\$16,640	02	\$54,483	24
Total passenger earnings for the year,							\$389,643	26
Total freight earnings for the year,							1,267,570	07
Total earnings from all other sources,							54,483	24
Total earnings for the year,							\$1,711,696	57
Total receipts from all sources on whole length of line,							\$1,711,696	57
Proportion of earnings in Pennsylvania to earnings of whole line, . .							1,711,696	57

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$28,746	39
Passenger and freight houses,	1,382	31
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . .	2	86
All other expenditures chargeable to this account,	10,549	03
Total,	\$40,680	59
Proportion for Pennsylvania,	\$40,680	59

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$237,200	13
New steel rails, number of tons, 2,555,	49,450	64
Repairs of bridges,	11,233	79
Repairs of buildings and fixtures,	301	57
All other expenses for maintenance of way,	13,592	45
Total for maintenance of way,	\$311,778	58
Cost per mile of road kept in repair, (259 miles,)	\$1,203	78
Proportion for Pennsylvania, (259 miles,)	1,203	78

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$68,686	47
Repairs of machinery,	4,872	62
Repairs of passenger, baggage, and mails cars,	28,941	75
Repairs of freight cars,	78,431	64
All other expenses for maintenance of motive power and cars,	113,896	44
Total for maintenance of motive power and cars,	\$283,928	92
Cost per mile of road operated, (259 miles,)	\$1,096	25
Proportion for Pennsylvania, (259 miles,)	1,096	25

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$51,932	15
Salaries, wages, and incidentals chargeable to freight department,	135,677	47
Wages of switchmen, signal-men, gate-keepers, and watchmen,	9,078	84
Fuel—number of tons of coal, 52,011; cost,	52,859	05
Oil and waste,	4,099	66
Damages for injuries to persons,	680	07
Damages for loss of goods and baggage,	1,584	53
Damages to property, including damages by fire,	624	50
Taxes,	22,490	16
Insurance,	1,948	47
Telegraph expenses,	30,125	33
Amount paid other corporations or individuals for use of all other cars, over amount received,	3,740	41
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	75,489	61
Total miscellaneous,	\$390,270	25
Amount per mile of road operated, (259 miles,)	\$1,506	83
Proportion for Pennsylvania, (259 miles,)	1,506	83
Total expenditures for operating the road,	985,977	75
Total charged to road and equipment,	40,680	59
Expenses per mile of the road operated, (259 miles,)	3,806	86
Expenses per mile of single track operated, not including sidings, (259 miles,)	3,638	29
Expenses per train mile,		75
Proportion for Pennsylvania,		75

EARNINGS.

Passenger transportation, local,	\$344,712 19	} Total,	\$389,643	26
Passenger transportation, through,	44,931 07			
Freight transportation, local,	1,199,830 67	} Total,	1,267,570	07
Freight transportation, through,	67,739 40			
Mail service,			21,016	85
Express service,			16,826	37
Rents,			6,233	02
All other sources of income,			10,407	00
Total,			\$1,711,696	57
Operating Expenses.				
Maintenance of way and buildings,	\$311,778 58			
Maintenance of motive power and cars,	283,928 92			
Miscellaneous,	390,270 25			
Total operating expenses, being 57.33 per cent. of earnings,			985,977	75
Net earnings,			\$725,718	82
Earnings per mile of road operated,			\$6,608	87
Expenses per mile of road operated,			3,806	86
Net earnings,			\$2,802	

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? On river division, the Union Express Company, and on low grade division and Sligo branch, the Adams Express Company; they paying us forty per cent. of their gross receipts, and having joint use of baggage cars, we doing repairs to cars.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? None other than the "Green Line," owned by the Pennsylvania Railroad Company, to whom we pay a percentage of the revenue, we furnishing the engines at our expense, as to repairs, &c., and they doing the repairs of cars.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Yes; the Pullman Company own the cars, and charge in addition to our regular rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$21,016 85, being subject to change with the weights of mail matter at stated periods.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 43,330 shares,
at \$50 per share, equal, \$2,166,500 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	.....	7	.....	9
Others,	8	8	8	8
Total,	2	8	10	8	12

Statement of each Accident.

November 28, 1878. Near Parnassus; Wood J. McElroy, engineer, and Charles A. Ekey, fireman, severely burned about hands, arms, and faces, by jet of flame from fire-box of engine blowing back into cab, caused by choked draft; both recovered.

December 13. Pittsburgh yard; Patrick Cliferty, walking on track; run over and instantly killed.

January 16, 1879. Pittsburgh yard; Edward Reatz, boy, playing on track; started to cross track just ahead of engine, slipped and fell, was run over, and sustained fatal injuries.

February 10. Pittsburgh yard; John Stack, found dead on track; had been run over by train.

February 15. Pittsburgh yard; Samuel Powers, brakeman, lost two fingers coupling cars.

February 22. Verona; Samuel Filson, brakeman, arm broken by being caught between cars while coupling.

May 9. Camp Run; man named — Hawthorne, walking on track; struck by train and instantly killed.

May 14. Vesta oil works; Robert Geddes, lying on main track intoxicated; struck by engine and had skull fractured, from which death ensued four days after.

June 7. Near Brilliant; W. J. Burns, water boy on ballast train, walking on track; struck by passenger train, and injured in head and back; severe but not permanent injuries.

June 14. Pittsburgh yard; Charles Brennan, crossing track in intoxicated condition just ahead of train; slipped, fell, was run over, and instantly killed.

July 14. Oil City; Peter Rockler, lying drunk under cars, which, when moved, caused him to receive severe scalp wound and suffer loss of one finger.

August 4. South Oil City; Peter Moore, engine cleaner, in attempting to get on engine while in motion, slipped, and had foot run over, necessitating amputation.

August 5. Pittsburgh yard; John Leicht, boy, aged about eight years; playing around cars; run over and sustained injuries causing death in three hours.

August 6. Driftwood; Daniel McDonald, brakeman, lost two fingers coupling cars.

August 9. Pittsburgh yard; a man named Michael Dolan, incautiously stepped between two cars, standing on siding, just as some more cars were shifted into same siding, causing the two cars to come together, catching Dolan between them, and inflicting severe but not permanent injuries.

August 23. Near Wildwood; unknown man walking on track; struck and instantly killed by Buffalo Express south.

September 19. Du Bois; Edward F. Cummings, brakeman, lost two fingers coupling cars.

October 6. Pittsburgh yard; a man named David Granger, started to cross siding between two cars standing a few feet apart, just as cars were pushed together by switch engine; was caught and sustained severe injuries about body; recovered.

October 16. Driftwood; P. Dailey, laborer on ballast train, lost end of one finger coupling cars.

STATE OF PENNSYLVANIA, } ss:
County of Allegheny, }

Personally appeared before me, John Scott, president, and Thomas R. Robinson, treasurer, of the Allegheny Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

JOHN SCOTT, *President.*

THOMAS R. ROBINSON, *Treasurer.*

Sworn and subscribed before me, this 9th day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

REPORT

OF THE

Allentown Railroad Company, for the year ending November 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lippencott,	Philadelphia.
John Ashhurst,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock, amount subscribed,	1,414,200	00
Capital stock paid in by last report,	1,268,884	47
Capital stock, total amount now paid in,	1,268,884	47
Capital stock, number of shares issued, full paid, 22,917		
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
The amount now of floating debt,	\$23,854	49
Floating debt as per last report, \$24,197 96		

COST.

Total cost of entire road to date,	\$1,084,453	78
Average of same per mile of road laid, 4.5 miles,	240,989	72
Average of same per mile of track, 4.9 miles,	331,317	09

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Port Clinton to Allentown,	35.8	
Length of single main track laid, Topton to Kutztown,	4.5	
Aggregate length of main line and branches,	4.5	
Aggregate length of sidings and other track not above enumerated, . . . . .	.4	
Aggregate length of main line, branches, leased roads, sidings, and other track,	4.9	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of track laid with iron, 4.9
Weight of rail per yard, iron, 64 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 2
Wooden bridges, number of, 1; aggregate length, 16 feet.
Wooden trestles, number of, 1; aggregate length, 24 feet.

Stations.

Number of stations on main road, 1
Number of engine houses and shops in Pennsylvania, 1;
total number entire road, 1

Number of wood and water stations on main road, . . . 1
 Value of real estate held by the company, exclusive of
 roadway, \$23,509 43
 How is your track laid and on what foundation? Cross-
 ties; broken stone ballast.

MONTHLY EARNINGS FOR THE YEAR.

From all Sources.—(Operating Account.)

MONTHS.	Passengers.		Freight.		Mail.		Miscellaneous.	
December, 1878, .	\$43	71	\$39	43	\$5	17	\$12	76
January, 1879, . .	33	91	41	31	5	17	3	59
February, 1879, . .	31	89	39	13	5	17	12	80
March, 1879, . . .	68	55	40	92	5	17	37	41
April, 1879, . . .	68	32	51	13	5	17	5	15
May, 1879,	46	90	83	80	5	17	45	92
June, 1879,	51	44	77	77	5	17	17	79
July, 1879,	55	77	65	14	5	17	6	31
August, 1879, . . .	49	98	134	58	5	17	22	33
September, 1879, .	102	41	221	84	5	17	9	33
October, 1879, . .	52	95	237	91	5	17	6	30
November, 1879, .	54	29	218	92	5	17	42	30
Total,	\$660	12	\$1,251	88	\$62	04	\$221	97

EARNINGS.—(Operating Account.)

Passenger transportation, local and through,	\$660	12
Freight transportation, local and through,	1,251	88
Mail service,	62	04
All other sources of income,	221	97
Total,	\$2,196	01

EXPENSES OF CORPORATION.

Contingent expenses,	\$1,168	15
State tax, capital stock,	68	75
Total expenses,	\$1,236	90

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, \$1,268,884 47

This road being operated by the Philadelphia and Reading Railroad Company, all returns not here given will be included in their report.

The operators pay to our company, as rental, thirty per cent. of the gross receipts.

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the Allentown Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same. declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

R E P O R T

OF THE

*Atlantic and Great Western Railroad Company, for the
 year ending September 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James F. Clark, President,	Cleveland, O.
Thomas Warnock, Secretary,	Meadville, Pa.
F. E. Rittman, Treasurer,	Meadville, Pa.
William H. Upson, General Solicitor,	Akron, O.

<i>Names of Directors.</i>	<i>Residences.</i>
James F. Clark,	Cleveland, O.
John Tod,	Cleveland, O.
Daniel P. Eells,	Cleveland, O.
S. L. Mather,	Cleveland, O.
William H. Upson,	Akron, O.
George T. Perkins,	Akron, O.
John Stambaugh,	Youngstown, O.
Henry E. Parson,	Ashtabula, O.
James H. Fay,	New York city.
J. Clinton Gray,	New York city.
A. Hegewisch,	New York city.
Thomas Warnock,	Meadville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000,000	00
Capital stock paid in by last report,	34,675,804	10
Capital stock, total amount now paid in,	34,675,804	10
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1st January, 1902, bear interest at 7 per cent., which is payable) amount,	\$14,922,200	00
Second mortgage bonds, (due 1st March, 1902, bear interest at 7 per cent., which is payable) amount,	10,173,677	69
Third mortgage bonds, (due 1st May, 1902, bear interest at 7 per cent., which is payable) amount,	28,784,000	00
First mortgage bonds, Ohio division, (due 1st October, 1876, bear interest at 7 per cent., which is payable) amount,	2,416,300	00
Re-organization stock, due 1st March, 1874,	412,000	00
Fractional certificates,	5,631	59
Leased lines rental trust bonds of 1872, due 1st January, 1902, 7 per cent.,	5,823,000	00
Leased lines rental trust bonds of 1873, due 1st January, 1903, 7 per cent.,	3,066,000	00
Western extension certificates, due 1st July, 1876, 8 per cent.,	2,059,000	00
Western extension bonds, 7 per cent.,	1,748,500	00
Total funded debt,	\$68,850,311	28
Funded debt as per last report, See notes No. 1 and No. 2.		

NOTE No. 1.—Leased lines rental trust bonds of 1872 and 1873, western extension certificates, and western extension bonds are not a lien on the real or personal property of the company, but only on the stock of the several companies, which has been purchased by the company out of the proceeds of the several classes of bonds mentioned in this note, and the stock so purchased was placed in the hands of trustees, as security for the said several classes of bonds.

Re-organization stock and fractional certificates are not a lien on the real or personal property of the company, but bonds of the several classes are held in trust for their conversion into funded debt, and the amounts here given are the amounts shown on the books of the company.

NOTE No. 2.—The floating debt cannot be given, as several large amounts due to and due by the company are in litigation, and the definite amount for settlement cannot be arrived at.

STATE OF PENNSYLVANIA,)
County of Crawford,) ss:

Personally appeared before me, James F. Clark, president, and F. E. Rittman, treasurer, of the Atlantic and Great Western Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 30th September, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES F. CLARK, *President.*

F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me this 22d day of December, A. D. 1879, as to F. E. Rittman treasurer. JOHN REITZE, *Notary Public.*

STATE OF OHIO,)
Cuyahoga county,) ss:

Sworn and subscribed before me by James F. Clark, the 24th day of December, A. D. 1879. GEORGE D. WALKER, *Notary Public.*

R E P O R T

OF

J. H. Devereux, Receiver of Atlantic and Great Western Railroad, for the year ending September 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. H. Devereux, Receiver,	Cleveland, Ohio.
Thomas Warnock, Auditor,	Meadville, Pa.
F. E. Rittman, Treasurer,	Meadville, Pa.
Adams & Russell, General Solicitor,	Cleveland, Ohio.
Charles Latimer, Chief Engineer,	Cleveland, Ohio.
P. D. Cooper, General Superintendent,	Cleveland, Ohio.
A. L. Dunbar, Division Superintendent,	Meadville, Pa.
F. A. Phillips, Division Superintendent,	Galim, Ohio.
J. W. Ferris, Division Superintendent,	Cleveland, Ohio.
General offices at Meadville, Pa.	

The property of the Atlantic and Great Western Railroad Company was in the hands of J. H. Devereux, receiver, and operated by him for the period represented in this report.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Salamanca, N. Y., to Dayton, Ohio, . .	337.50	92.42
Length of single main track,	382.00	86.92
Length of double-gauge main track,	5.50	5.50
Branches.		
Franklin branch, from junction with main line west of Meadville to Oil City,	33.78	33.78
Silver Creek branch, from Silver Creek to junction with main line,	1.55	1.55
Leased Roads.		
Cleveland and Mahoning railroad branch, from Cleveland, Ohio, to Pennsylvania State line,	80.00	80.00
Westerman railroad branch, from Pennsylvania State line to Sharon, Pennsylvania,	1.50	1.50
Sharon railway branch, from Sharon, Pennsylvania, to A. and G. W. main line,	7.73	7.73
Aggregate length of main line and branches,	422.83	126.20
Aggregate length of leased roads,	89.23	9.23
Aggregate length of sidings and other track, not above enumerated,	*223.13	†42.23
Aggregate length of main line, branches, leased roads, sidings, and other track,	735.19	177.66

* Of this amount, (223.13,) 155.27 miles are sidings, and 67.86 miles are double gauge track.

† This includes 5.5 miles double gauge track.

Gauge.

What is the gauge of your lines? 6 feet, 4 feet 9 $\frac{1}{4}$ inches, 4 feet 9 $\frac{3}{8}$ inches.

Track.

Miles of iron rail in use,	*405.08
Miles of steel rail in use, (including steel top,)	330.11
Weight of rail per yard, { Iron,	56,60,68 lbs.
{ Steel,	52 $\frac{1}{2}$,56,60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	132
Wooden bridges, number of, 93; aggregate length,	10,813 feet.
Stone bridges, number of, 3; aggregate length,	80 feet.
Iron bridges, number of, 8; aggregate length,	848 feet.
Wooden trestles, number of, 28; aggregate length,	2,132 feet.

NOTE.—The bridges and trestles are the total on the whole line, including leased lines.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Corry; Union and Titusville railroad, at Union City; Jamestown and Franklin railroad, near Greenville; Shenango and Allegheny railroad, at Shenango; Erie and Pittsburgh railroad, 1 mile west of Shenango.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Jamestown and Franklin railroad, at Franklin.

Stations.

Number of stations on main road: Passenger, 12; passenger and freight, 42; freight, 12; total,	66
Number of stations on branches: Passenger, 1; passenger and freight, 5; freight, 1; total,	7
Number of stations on leased roads: Passenger, 5; passenger and freight, 13; freight, 2; total,	20
Number of engine-houses and shops in Pennsylvania, 2; total number entire road,	13
Number of wood and water stations on main road: 22 wood, 43 water; total,	65
Number of wood and water stations on branches: 1 wood, 2 water; total,	3
Number of wood and water stations on leased roads,	8

How is track laid, and on what foundation? with fish splice, angle splice, Norris & Fisher suspension joints, combination of wrought-iron chain and fish splice. Foundations generally on gravel ballast, but considerable on furnace slag.

*This (405.08) includes 155.27 miles of sidings, and 67.86 miles of double gauge track.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than forty tons weight, . . .	8	
Number of locomotives of more than thirty tons weight, . . .	154	
Number of locomotives of more than twenty tons weight, . . .	3	
Number of first class passenger cars, . . .	12	
Number of second class passenger cars, . . .	35	
Number of baggage, mail, and express cars, . . .	33	
Number of freight cars, { House cars, 878, } . . .	2,490	
{ Trucks, 1,602, }		
Number of service cars, tools, &c., 15; private, 1; paymaster, 1; total, . . .	17	
Number of caboose cars, . . .	99	

Westinghouse automatic air brake on all passenger trains.

Average number of cars in passenger trains, including baggage cars, . . .	4,7 ⁷⁸ / ₁₀₀
Average number of cars in freight trains, . . .	15,1 ⁹⁸ / ₁₀₀
Average weight of passenger trains, including locomotive and tender, in working order, . . .	151,9 ⁸⁸ / ₁₀₀ tons.
Average weight of freight trans, including locomotive and tender, in working order, . . .	202,3 ³² / ₁₀₀ tons.

Employees.

Average number of persons regularly employed by company, including officials, . . .	4,228
Same in Pennsylvania, about, . . .	1,118

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains, . . .	1,120,322
Number of miles run by freight trains, . . .	4,253,092
Number of through passengers for the year on main road, . . .	137,746
Number of passengers, (all classes,) carried in cars, . . .	963,491
Number of passengers carried one mile, . . .	41,228,428
Number of passengers carried one mile in Pennsylvania, . . .	12,208,552
Number of tons of 2,000 pounds of through freight for the year on main road, . . .	1,731,876
Number of tons of freight carried one mile, . . .	436,022,184
Number of tons of freight carried one mile in Pennsylvania, . . .	114,293,577
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . .	3,259,848
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . .	20
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . .	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . .	10

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1878,	76,467	April, 1879,	78,790
November, 1878,	75,091	May, 1879,	73,676
December, 1878,	73,232	June, 1879,	75,537
January, 1879,	59,019	July, 1879,	102,065
February, 1879,	56,263	August, 1879,	107,508
March, 1879,	79,338	September, 1879,	106,505

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	74,441	Stone and lime,	61,487
Bituminous coal,	612,198	Agricultural products,	495,551
Petroleum and other oils,	295,347	Merchandise and manufactures,	268,032
Pig iron,	144,266	Live stock,	76,457
Other iron or castings,	157,146	Lumber,	81,627
Iron and other ores,	426,142	Other articles,	567,149

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2½ to 3 cents.
For first-class way passengers,	3½ cents.
For second-class through passengers,	2 cents.
For second-class way passengers,	No rate.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	1 to 3 cents.
For through coal, per ton per mile,	1 to 1½ cents.
For local freight, per ton per mile,	1½ to 5 cents.
For local coal, per ton per mile,	1½ to 3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$31,939	95	\$44,328	42	\$76,268	37
November, 1878,	33,668	97	38,312	76	71,981	73
December, 1878,	25,485	30	37,529	68	63,014	98
January, 1879,	23,000	75	32,287	97	55,288	72
February, 1879,	19,938	51	31,714	28	51,652	79
March, 1879,	23,496	61	42,449	78	65,946	39
April, 1879,	32,367	66	41,631	03	73,998	69
May, 1879,	31,800	18	40,998	38	72,798	56
June, 1879,	31,291	48	43,634	49	74,925	97
July, 1879,	35,874	53	53,505	41	88,379	94
August, 1879,	34,725	86	62,211	65	96,937	51
September, 1879,	39,921	34	59,596	92	99,518	28
Total,	\$363,011	14	\$528,200	77	\$891,211	91

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$187,843	24	\$118,338	05	\$305,681	29
November, 1878,	171,639	46	87,065	82	258,705	28
December, 1878,	153,438	07	59,985	91	213,423	98
January, 1879,	151,803	64	81,856	19	233,659	83
February, 1879,	166,547	38	67,059	32	233,606	70
March, 1879,	179,736	30	86,186	28	265,922	58
April, 1879,	165,429	94	80,892	25	245,822	19
May, 1879,	145,758	34	86,317	74	232,076	08
June, 1879,	129,959	87	82,465	23	212,425	10
July, 1879,	165,975	88	91,826	12	257,801	95
August, 1879,	203,581	67	101,613	68	305,195	35
September, 1879,	217,915	39	102,480	69	320,896	08
Total,	\$2,039,129	13	\$1,045,587	28	\$3,084,716	41

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1878,	\$3,193	33	\$3,549	59	\$4,076	16	\$10,819	08
November, 1878,	3,189	43	4,097	21	4,459	45	11,746	09
December, 1878,	3,189	43	4,764	55	4,149	16	12,108	14
January, 1879,	3,189	43	2,569	60	3,938	96	9,697	99
February, 1879,	3,189	44	2,337	86	3,925	90	9,453	20
March, 1879,	3,189	44	2,924	24	3,841	76	9,955	44
April, 1879,	3,186	89	4,155	88	3,648	37	10,991	14
May, 1879,	3,187	06	5,211	10	3,870	48	12,268	64
June, 1879,	3,189	44	6,324	44	4,407	17	13,921	05
July, 1879,	3,189	44	5,027	82	5,142	81	13,360	07
August, 1879,	3,250	44	4,340	35	5,640	35	13,231	14
September, 1879,	3,189	43	4,152	83	6,263	49	13,605	75
Total,	\$38,333	20	\$49,455	47	\$53,364	06	\$141,152	73

Total passenger earnings for the year,	\$891,211	91
Total freight earnings for the year,	3,084,716	41
Total earnings from all other sources,	141,152	73
Total earnings for the year,	\$4,117,081	05
Total receipts from all sources on whole length of line,	\$4,185,296	47
Proportion of earnings in Pennsylvania to earnings of whole line,	1,093,706	21

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$37,447	81
Land or land damages,	519	49
Passenger and freight-houses,	26,714	57
Engine-houses, car sheds, wood and coal sheds, and water tanks,	4,231	02
Westinghouse air brakes,	38,170	78
New passenger cars,	1,576	18
New mail and baggage cars,	4,809	52
New freight cars,	570	71
New machine shops, machinery, and tools,	2,381	77
Any other expenditures chargeable to this account,		
Total,	\$116,421	35
Proportion for Pennsylvania,	\$30,791	20

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$520,840	10
New iron rails,	10,925	21
New steel rails,	231,668	39
Repairs of bridges,	67,775	77
Repairs of buildings and fixtures,	58,449	74
Repairs of fences,	19,988	18
Total for maintenance of way,	\$909,597	39
Cost per mile of road kept in repair,	\$1,776	35
Proportion for Pennsylvania,	240,571	08

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$279,703	15
Repairs of machinery,	19,441	24
Repairs of passenger, baggage, and mail cars,	69,167	83
Repairs of freight cars,	210,040	49
All other expenses for maintenance of motive power and cars,	91,000	97
Total for maintenance of motive power and cars,	\$669,353	68
Cost per mile of road operated,	\$1,807	18
Proportion for Pennsylvania,	177,031	39

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$234,556	88
Salaries, wages, and incidentals chargeable to freight department,	974,896	20
Wages of switchmen, signal-men, gate-keepers, and watchmen,	31,117	43
Fuel—number of cords of wood, 7,644; cost,	20,747	12
Fuel—number of tons of coal, 152,980; cost,	263,454	75
Oil and waste,	34,088	56
Damages for injuries to persons,	5,220	13
Damages for cattle killed or injured,	971	88
Damages for loss of goods and baggage,	6,207	72
Damages to property, including damages by fire,	64	50
Taxes,	96,000	00
Telegraph expenses,	62,457	57
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	127,754	24
Total miscellaneous,	\$1,857,536	98
Amount per mile of road operated,	\$3,627	58
Proportion for Pennsylvania,	491,283	16
Total expenditures for operating the road,	3,436,488	05
Total charged to road and equipment,	116,421	85
Expenses per mile of the road operated,	6,711	10
Expenses per train mile,	63	96
Proportion for Pennsylvania,	908,884	27

EARNINGS.

Passenger transportation, local,	\$528,200 77	} Total,	\$891,211	91
Passenger transportation, through,	863,011 14			
Freight transportation, local,	1,045,587 28	} Total,	3,084,716	41
Freight transportation, through,	2,039,129 13			
Mail service,			38,333	20
Express service,			49,455	47
Rents,			655	04
All other sources of income,			70,924	44
Total,			\$4,135,296	47
Operating Expenses.				
Maintenance of way and buildings,	\$909,597 39			
Maintenance of motive power and cars,	669,353 68			
Miscellaneous,	1,857,536 98			
Total operating expenses, being 83$\frac{1}{10}$% per cent. of earnings, . . .			3,436,488	05
Net earnings,			698,808	42
Earnings per mile of road operated,			\$8,075	80
Expenses per mile of road operated,			6,711	10
Net earnings,			1,364	70

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.? United States, which pays double first-class rates on local, to and from points west of this line, and about one and one half second-class rates to and from points east of this line.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None. The lines known as the Great Western Dispatch, Erie and Pacific Dispatch, and Wabash and Erie line, running over this road, are not transportation companies, but are coöperative organizations, owned, controlled, and directed by the railroads on which they run, and, in effect, are the railroads themselves.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? The sleeping and hotel cars of the Pullman Palace Car Company run over this road, and that company receives the current rate of mileage. A charge is made in addition to regular rates; for state-rooms, \$4; section, \$4; double berth, \$2.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$38,-333 20.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	4	8	4	3	8
Others,	4	1	4	1
Total,	4	7	5	7	9

Statement of each Accident.

October 11, 1878. A. Guy, brakeman, Union city, injured ; leg and foot badly bruised ; slipped, making coupling, wheel passed over leg and foot ; want of caution.

October 29. W. A. Moffat, brakeman, Saegertown, injured ; squeezed through chest, between dead-woods ; want of caution.

November 13. O. D. Curtis, brakeman, Meadville, killed ; squeezed between engine and caboose, injured internally ; want of caution.

November 26. Charles Stephens, citizen, Cochrannton, killed ; run over, crawling on track, probable suicide ; coroner's verdict, "accidental death, employés exonerated."

March 18, 1879. James Burns, brakeman, Greenville, injured ; leg and knee severely bruised ; attempted to get on coach, just as passenger was getting off with valise.

March 28. Larry Lynch, car repairer, Meadville, injured ; right foot and left leg run over ; left leg amputated ; switch engine and cars backed over him ; his attention was upon another train ; want of caution.

April 2. G. Hoffman, citizen, Union city, killed ; stepped off train in motion ; fatally injured ; his own fault.

April 12. William Sweeny, boy, twelve years old, Oil city, killed ; cars ran over him in covered bridge ; coroner's verdict, "accidental death."

April 17. A. B. Leberman, brakeman, Franklin, injured ; left arm broken ; fell from car to the ground ; storming and cars slipping.

May 11. J. T. Gorham, station baggage master, killed ; jumped from train in motion, at Greenville ; entirely unnecessary, as he knew train would stop ; no inquest.

May 29. John Burk, boy, fourteen years old, three miles west of Union city, injured ; arm run over, amputated ; attempted to jump on box car while train was on a grade ; his own fault.

June 26. Frank St. John, brakeman, Union city, fatally injured ; attempted to jump on front end of caboose with can of water, and fell under wheels ; want of caution.

August 11. Thomas Connelly, switchman, Meadville, injured ; both legs run over, no bones broken ; fell down, making coupling ; want of caution.

August 18. William Hoke, brakeman, Millers, injured; right hand smashed making coupling; new man; want of caution.

September 4. Doctor J. A. Wright, two miles east of Columbus, killed; was driving across track, probably asleep, was run over by express train; want of caution.

September 25. John Warnan, car repairer, Meadville, injured; leg broken; car dropped against the one he was working on, and it ran over him.

STATE OF OHIO, }
County of Cuyahoga, } ss: .

Personally appeared before me, John H. Devereux, Receiver, of the Atlantic and Great Western railroad, who, being duly sworn, do depose and say that he caused the foregoing statement to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 30th September, A. D. 1879, according to the best of his knowledge and belief.

JOHN H. DEVEREUX, *Receiver*.

Sworn and subscribed before me, this 24th day of December, A. D. 1879, as to J. H. Devereux, Receiver.

J. T. WANN, *Notary Public*.

STATE OF PENNSYLVANIA, }
County of Crawford, } ss:

Personally appeared before me, John H. Devereux, Receiver, and F. E. Rittman, Treasurer, of the Atlantic and Great Western railroad, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 30th September, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

JOHN H. DEVEREUX, *Receiver*.

F. E. RITTMAN, *Treasurer*.

Sworn and subscribed before me, this 22d day of December, A. D. 1879, as to F. E. Rittman, Treasurer.

JOHN REITZE, *Notary Public*.

REPORT

OF THE

Bachman Valley Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. W. Eichelberger, President,	Hanover.
C. W. Forney, Secretary and Treasurer,	Hanover.
General offices at Hanover, York county, Penn'a.	

*Names of Directors.**Residences.*

C. J. Nourse,	Columbia, Pa.
P. R. Pyne,	Columbia, Pa.
C. N. Simms,	Columbia, Pa.
O. L. Johnson,	Ebbvale, Carroll county, Md.
Joseph Dellone,	Hanover, Pa.
Joseph Althoff,	Hanover, Pa.
Josiah W. Gilt,	Hanover, Pa.
H. C. Solriver,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Levi Dubs,	Summit, York county, Pa.
Henry Schue,	Glenville, York county, Pa.
A. S. Warner,	Glenville, York county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	1,334	00
Capital stock, amount subscribed,	68,000	00
Capital stock paid in by last report,	66,792	31
Capital stock, total amount now paid in,	66,792	31
Capital stock, number of shares issued,	1,334	00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1892, bear interest at 7 per cent., which is payable April and October,) amount,	\$45,000	00
Total amount now of funded debt,	\$45,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$13,090	34
Debt incurred for any other purpose and for what: To Hanover Junction, Hanover and Gettysburg Railroad Company, working road, freight and passenger proportion, interest on notes due said company,	8,452	76
The amount now of floating debt,	16,543	10
Total amount now of floating and funded debt,	\$61,543	10
Funded debt as per last report,	\$45,000	00
Floating debt as per last report,	13,090	34

COST.

Total cost of entire road to date, \$112,412 29

CHARACTERISTICS OF ROAD.**Main Line.**

Length of main line—from Valley Junction to Maryland
State line, length in Pennsylvania, 9

Gauge.

What is the gauge of your lines? 4 feet, 8½ inches.

Track.

Miles of iron rail in use, 9
Weight of rail per yard, iron, 52 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 8
Wooden bridges, number of, 8; aggregate length, 199 feet.

Stations.

Number of stations on main road, passenger and freight, 6
Number of wood and water stations on main road, 1
How is track laid and on what foundation? Part earth and part stone.

Equipment.

This road is worked by the Hanover Junction, Hanover
and Gettysburg Railroad Company.
Average number of cars in passenger trains, including bag-
gage cars, 1

Employees.

Average number of persons regularly employed by com-
pany, including officials, exclusive of directors, 10

DOINGS OF THE YEAR.

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers, 3½ cents.
For first-class way passengers, 3½ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, 2½ cents.
For through coal, per ton per mile, 4 cents.
For local freight, per ton per mile, 5 cents.
For local coal, per ton per mile, 5 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,					\$21	66
February, 1879,					20	95
March, 1879,					38	71
April, 1879,					25	45
May, 1879,					67	53
June, 1879,					106	47
July, 1879,					122	20
August, 1879,					126	00
September, 1879,					37	70
October, 1879,					19	74
November,					94	14
December,					214	38
Total,					894	93

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,					\$194	92
February, 1879,					132	25
March, 1879,					163	53
April, 1879,					271	64
May, 1879,					298	20
June, 1879,					142	93
July, 1879,					88	09
August, 1879,					344	99
September, 1879,					296	68
October, 1879,					334	81
November, 1879,					475	22
December, 1879,					1,043	99
Total,					\$3,787	25

Through and local not kept separate.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1879,	*\$581	10					
February, 1879,							
March, 1879,							
April, 1879,							
May, 1879,							
June, 1879,							
July, 1879,							
August, 1879,							
September, 1879,							
October, 1879,							
November, 1879,							
December, 1879,							
Total,	\$581	10					

*Two hundred and ninety-three dollars and twenty-five cents, being an old claim for mail service, which has been settled. It was for the years 1874 and 1875, and is included in the above.

Total passenger earnings for the year,	\$894	93
Total freight earnings for the year,	3,787	25
Total earnings from all other sources,	581	10
Total earnings for the year,	\$5,263	28
Total receipts from all sources on whole length of line,	\$5,263	28

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$1,506	67
Total for maintenance of way,	\$1,506	67

Cost of Maintenance of Motive Power and Cars.

Paid Hanover and Gettysburg Railroad Company for working road,	\$1,257	60
Total for maintenance of motive power and cars,	\$1,257	60

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$372	00
Salaries, wages, and incidentals chargeable to freight department,			
Taxes,		25	68
Contingent expenses,		34	43
Amount paid other corporations or individuals for use of all other cars,		17	25
General salaries and office expenses, law expenses, and all other expenses (except interest,) not included in any of the above items,		50	00
Total miscellaneous,		\$499	36

EARNINGS.

Passenger transportation, local,	} Total,	\$894	93
Passenger transportation, through,			
Freight transportation, local,	} Total,	3,787	25
Freight transportation, through,		287	85
Mail service,			
Total,		\$4,970	03
Operating Expenses.			
Maintenance of way and buildings,		\$1,506	67
Maintenance of motive power and cars, working road,		1,257	60
Miscellaneous,		499	36
Total operating expenses,		3,263	63
Net earnings,		\$1,707	40

The Baltimore and Hanover railroad being now completed, and the road opened for business December 1, 1879, making a through line (over the Backman Valley railroad,) from Baltimore to Gettysburg; the same has already made its mark for December, 1879, both in freight and passengers. This road expects to make a better show for 1880.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$27 per mile.

STATE OF PENNSYLVANIA, }
County of York, } ss:

Personally appeared before me, A. W. Eichelberger, President, and C. W. Forney, Treasurer, of the Bachman Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

A. W. EICHELBERGER, *President.*

C. W. FORNEY, *Treasurer.*

Sworn and subscribed before me, this 11th day of February, A. D. 1880.

A. N. MICHAEL, *Notary Public.*

R E P O R T

OF THE

*Bald Eagle Valley Railroad Company, for the year
ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
L. A. Mackey, President,	Lock Haven, Pa.
Edmund Blanchard, Secretary, and Treasurer,	Bellefonte, Pa.
S. S. Blair, General Superintendent, and Division Superintendent,	Tyrone, Pa.

General office at Lock Haven, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott,	Philadelphia, Pa.
Andrew G. Curtin,	Bellefonte, Pa.
Charles A. Mayer,	Lock Haven, Pa.
Amos C. Noyes,	Westport, Pa.
James Gamble,	Williamsport, Pa.
John Irwin, junior,	Bellefonte, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	550,000	00
Capital stock subscribed,	550,000	00
of last report,	550,000	00
Amount now paid in,	550,000	00
of shares issued, 11,000		
paid in on each share,	50	00
of each share,	50	00

DEBT.

Funded Debt.		
due July 1, 1881, bear interest and 6 per cent.,		
May 1 and July 1, amount,	\$300,000	00
do (due July 1, 1884, bear interest at 7 per cent.,		
May 1 and July 1, amount,	100,000	00
Total of funded debt,	\$400,000	00
Floating Debt.		
Now of floating and funded debt,	\$400,000	00
Total report,	\$400,900	00

COST.

to date,	\$1,050,000	00
le of road laid,	19,553	00

Pennsylvania Railroad Company.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Lock Haven, Pa., to intersection with Tyrone and Clearfield railroad, near Tyrone,	51 ¹²⁵ / ₁₀₀₀	51 ¹²⁵ / ₁₀₀₀
Length of single main track,	51 ¹⁰⁰ / ₁₀₀₀	51 ¹⁰⁰ / ₁₀₀₀
Branches.		
From Milesburg to Bellefonte, { Length of branch, . .	2 ¹ / ₂	
	2 ¹ / ₂	
Aggregate length of main line and branches,	53 ¹²⁵ / ₁₀₀₀	53 ¹²⁵ / ₁₀₀₀
Aggregate length of sidings and other track not above enumerated,	4 ¹ / ₁₀₀	4 ¹ / ₁₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	58 ¹⁰⁵ / ₁₀₀₀	58 ¹⁰⁵ / ₁₀₀₀

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	53,895
Weight of rail per yard, iron,	45, 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, all wood,
 Howe truss, 5
 Wooden bridges, number of, 5; aggregate length, . . . 2,735 feet.

Stations.

Number of stations on main road, passenger and freight, 17
 Number of wood and water stations on main road, . . . 5
 Value of real estate held by the company, exclusive of road-
 way, \$10,000 00
 Value of real estate held by the company, exclusive of road-
 way, in Pennsylvania, 10,000 00
 How is track laid, and on what foundation: On oak cross-
 ties, ballasted with stone.

Stock and Dividends.

Amount of common stock now outstanding, \$550,000 00
 Rate and date of all cash dividends on stock of original and consolidated
 companies: January 12, 1879, four per cent., \$22,000; July 29, 1879, two
 and one half per cent., \$13,750.

Number and per cent. of dividends: Four per cent. and two and one half per cent.,	\$35,750	00
Amount paid in dividends,	35,750	00
Paid to sinking fund,	700	00

The road of this company is maintained and operated by the Pennsylv-
 ania Railroad Company, under a lease for ninety-nine years, dated De-
 cember 7, 1864, and their returns are referred to for the details of the
 operations of the road of this company.

STATE OF PENNSYLVANIA, }
 County of Centre, } ss:

Personally appeared before me, L. A. Mackey, President, and Edmund
 Blanchard, Treasurer, of the Bald Eagle Valley Railroad Company, who,
 being duly sworn, do depose and say that they caused the foregoing state-
 ments to be prepared by the proper officers and agents of this company,
 and having carefully examined the same, declare them to be a true, full,
 and correct statement of the condition and affairs of said company, for the
 financial year ending December 31, A. D. 1879, according to the best of
 their knowledge and belief.

(Signed,)

L. A. MACKEY, *President.*

EDMUND BLANCHARD, *Treasurer.*

Sworn and subscribed before me this 7th day of January, A. D. 1880.

E. M. BLANCHARD, *Notary Public.*

REPORT

OF THE

Barclay Coal Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Edward M. Davis, President,	Chelton Hills.
Harvey Shaw, Secretary and Treasurer,	Norristown.

General office at 154 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
J. V. Williamson,	Philadelphia.
Edward Lewis,	Philadelphia.
J. Raymond Claghorn,	Philadelphia.
Charles W. Trotter,	Philadelphia.
Edward Hoopes,	Philadelphia.
William B. Warner,	Norristown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock amount subscribed,	1,000,000	00
Capital stock paid in by last report,	1,000,000	00
Capital stock, total amount now paid in,	1,000,000	00
Capital stock, number of shares issued, 20,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due 1892, bear interest at 7 per cent., which is payable March 1 and September 1,) amount,	\$15,500	00
Second mortgage bonds, (due 1887, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	50,000	00
Total amount now of floating and funded debt,	\$65,500	00
Funded debt as per last report, \$65,500		

COST.

Total cost of entire road to date, including coal mines, &c., estimated,	\$622,600	00
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The Barclay Coal Company's railroad and coal mines are leased to the "Towanda Coal Company," for a term of twenty years, from January 1, 1868.

To all unanswered questions, we respectfully refer to the said Towanda Coal Company's supplemental report.

3 RAILROAD REPORT.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	20,000 shares.
Rate and date of all cash dividends on stock of original and consolidated companies :	
March 15, 1879, 87½ cents per share,	\$17,500 00
June 17, 1879, 75 cents per share,	15,000 00
September 19, 1879, 62½ cents per share,	12,500 00
December 15, 1879, \$1 per share,	20,000 00
Number and per cent. of dividends, } 4 dividends, 6½ per	
Amount paid in dividends, . . . } cent.,	<u>\$65,000 00</u>

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Edward M. Davis, President, and Harvey Shaw, Treasurer, of the Barclay Coal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

E. M. DAVIS, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this 9th day of February, A. D. 1880.

FRANCIS A. LEWIS, Junior, *Notary Public.*

R E P O R T

OF THE

Berlin Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John O. Stoner, President,	Berlin, Pa.
D. A. Brubaker, Secretary,	Berlin, Pa.
S. A. Philson, Treasurer,	Berlin, Pa.
J. H. Knepper, General Superintendent,	Berlin, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Philson,	Berlin, Pa.
Ed. Kimmel,	Berlin, Pa.
S. A. Philson,	Berlin, Pa.
D. A. Brubaker,	Berlin, Pa.
J. C. Philson,	Berlin, Pa.
Robert Philson,	Berlin, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock, amount subscribed,	50,000	00
Capital stock, total amount now paid in,	5,000	00
Capital stock, number of shares issued, 1,000		
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	5	00

DEBT.

Total cash realized from capital stock and debt, \$5,000 00

COST.

Total cost of entire road to date,	\$5,000	00
Average of same per mile of road laid,	615	77
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment, Included in total cost of road.		
Average cost of equipment per mile of road operated by company: Included in total cost of road.		
Cost of road and equipment per mile,	615	77

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Berlin station to Garrett,	8 ¹² ₁₀₀	8 ¹² ₁₀₀
Length of single main track,	8 ¹² ₁₀₀	8 ¹² ₁₀₀
Aggregate length of main line and branches,	8 ¹² ₁₀₀	8 ¹² ₁₀₀
Aggregate length of sidings and other track not above enumerated,	475 feet.	

Gauge.

What is the gauge of your lines? 4 feet 8¹₂ inches.

Track.

Miles of iron rail in use, 8¹²₁₀₀ and 475 ft.
Weight of rail per yard, 45 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 9
Wooden trestles, number of, 9; aggregate length, 1,160 feet.

Stations.

Number of stations on main road: Passenger, 8; freight, 8, 8
Number of engine-houses and shops in Pennsylvania, 1;
total number of entire road, 1
Number of wood and water stations on main road, 2
How is track laid, and on what foundation? Cross-ties,
resting on stone and gravel road bed.

Equipment.	Number.	*Average cost of each.
Number of locomotives of more than 20 tons weight, . . .	1	
Number of second class passenger cars,	1	
Number of baggage, mail, and express cars,	1	
Number of coal, ore, and stone cars,	1	

*The cost of equipment is included in capital stock.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	3
Average weight of passenger trains, including locomotive and tender, in working order,	50 tons.
Average weight of freight trains, including locomotive and tender, in working order,	59 tons.

Employees.

Average number of persons regularly employed by company, including officials,	11
Same in Pennsylvania,	11

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by freight, coal, and passenger trains, about,	5,000
Number of through passengers for the year on main road,	1,288
Number of passengers (all classes,) carried in cars,	1,727
Number of passengers carried one mile,	12,130
Number of passengers carried one mile in Pennsylvania,	12,130
Gross amount of tonnage for the year, (2,000 pounds per ton,)	4,566,215
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

July, 1879,	458	October, 1879,	244
August, 1879,	331	November, 1879,	203
September, 1879,	201	December, 1879,	290

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	3,948	Agricultural products,	324,888
Petroleum and other oils,	11,888	Merchandise and Manufactures,	146,888
Railroad iron,	10	Live stock,	188
Other iron or castings,	17,888	Lumber,	52,888
Stone and lime,	42,888		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first class through passengers,	5 cents.
For first class way passengers,	5 cents.

For second-class through passengers,	5 cents.
For second-class way passengers,	5 cents.

The Rate per Ton (of 2,000 pounds,) per Mile charged for Freight.

For through freight, \$2; per ton per mile,	25 cents.
For through coal, 10 cents; per ton per mile,	1½ cents

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
July, 1879,			\$138 65
August, 1879,			95 75
September, 1879,			62 65
October, 1879,			78 35
November, 1879,			69 50
December, 1879,			94 55
Total,			\$539 45

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
July, 1879,			\$170 90
August, 1879,			176 54
September, 1879,			192 15
October, 1879,			261 31
November, 1879,			277 05
December 1879,			137 36
Total,			\$1,215 31

Through and local not kept separate.

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
July, 1879,	\$30 38½			
August, 1879,	30 38½			
September, 1879,	30 38½			
October, 1879,	30 38½			
November, 1879,	30 38½			
December, 1879,	30 38½			
Total,	\$182 32			
Total passenger earnings for the year,				\$539 45
Total freight earnings for the year,				1,215 31
Total earnings from all other sources,				182 32
Total earnings for the year,				\$1,937 08
Total receipts from all sources on whole length of line,				\$1,937 08
Proportion of earnings in Pennsylvania to earnings of whole line. All in Pennsylvania.				

MISCELLANEOUS.

Total expenditures for operating the road, \$2,012 88

EARNINGS.

Passenger transportation, local and through, (no separate account,) . .	\$589	45
Freight transportation, local and through, (no separate account,) . .	1,215	31
Mail service,	182	32
Total,	\$1,987	08
Operating Expenses.		
Total operating expenses,	\$2,012	88
Deficit,	\$75	80
Earnings per mile of road operated,	\$238	55
Expenses per mile of road operated,	247	89
Deficit,	75	80

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$364 64 per annum. One round trip per day.

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, \$50,000 00

STATE OF PENNSYLVANIA, } ss:
County of Somerset, }

Personally appeared before me, John O. Stoner, President, and S. A. Philson, Treasurer, of the Berlin Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

JOHN O. STONER, *President.*

S. A. PHILSON, *Treasurer.*

Sworn and subscribed before me this 6th day of February, A. D. 1880.

J. P. PHILSON, *Justice of the Peace.*

R E P O R T

OF THE

*Berlin Branch Railroad Company, for the year ending
December 31, 1879.***OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
A. W. Eichelberger, President,	Hanover, Pa.
A. W. Storm, Secretary,	East Berlin, Pa.
Jacob Resser, Treasurer,	East Berlin, Pa.
David Wiles, General Solicitor,	Gettysburg, Pa.
Westley Dick, Track Boss,	Abbottstown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Stephen Keefer,	Hanover, Pa.
R. M. Wert,	Hanover, Pa.
William Bittinger,	Abbottstown, Pa.
Joseph Wolf,	Abbottstown, Pa.
S. Meisenhelder,	East Berlin, Pa.
A. W. Storm,	East Berlin, Pa.
William S. Hildebrand,	East Berlin, Pa.
George W. Diehl,	East Berlin, Pa.
Jacob Resser,	East Berlin, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$75,000	00
Capital stock authorized by votes of company, . . One for each share.		
Capital stock, amount subscribed,	45,900	00
Capital stock paid in by last report,	42,685	21
Capital stock, total amount now paid in,	42,693	85
Capital stock, number of shares issued, 885		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average value of each share during the year,	5	00

DEBT.

Funded Debt.		
First mortgage bonds, (due . . . , bear interest at six per cent., which is payable . . .) amount,	\$25,000	00
Second mortgage bonds, (due . . . , bear interest at six per cent., which is payable . . .) amount,	700	00
Total amount now of funded debt,	\$25,700	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$7,570 06		
Debt incurred for any other purpose, and for what: For operating road, 4,771 04		
Total amount now of floating debt,	12,341	10
Total amount now of floating and funded debt,	\$38,041	10
Funded debt, as per last report, \$25,000 00		
Floating debt, as per last report, 8,028 47		
Total cash realized from capital stock and debt,	\$80,734	95

COST.

Total cost of entire road to date,	\$75,157	97
Average of same per mile of road laid,	10,736	85½
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Red Hill to East Berlin,	7	7
Length of single main track, One.		
Aggregate length of main line and branches,	7	7

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rails in use, 7
 Weight of rail per yard, iron, 50 and 56 lbs.

Bridges and Trestles.

Wooden bridges, number of, 2; aggregate length, 80 feet.

Stations.

Number of stations on main road, passenger and freight, 3
 Number of wood and water stations on main road, 1
 Value of real estate held by the company, exclusive of road-way, \$82 00

How is track laid and on what foundation? Part earth and part stone ballast.

Employees.

Average number of persons regularly employed by company, including officials, 8

DOINGS OF THE YEAR.**Transportation and total Miles Run.**

Number of miles run by passenger trains, (all mixed trains,) 4,368
 Number of passengers, (all classes) carried in cars, 4,809½
 Number of tons of freight carried one mile, 52,832½
 Number of tons of freight carried one mile in Pennsylvania, 52,832½
 Gross amount of tonnage for the year, (2,000 pounds per ton,) 7,126½

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	191½	July, 1879,	1,128½
February, 1879,	147½	August, 1879,	600
March, 1879,	244	September, 1879,	648
April, 1879,	218	October, 1879,	213
May, 1879,	677	November, 1879,	300½
June, 1879,	268½	December, 1879,	178

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, from	2 to 4 cents.
For local freight, per ton per mile,	2 to 6 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$45	02				
February, 1879,	81	30				
March, 1879,	58	52				
April, 1879,	48	72				
May, 1879,	80	37				
June, 1879,	46	58				
July, 1879,	56	32				
August, 1879,	242	86				
September, 1879,	88	48				
October, 1879,	44	55				
November, 1879,	65	59				
December, 1879,	40	16				
Total,	\$842	97				

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$63	01				
February, 1879,	101	28				
March, 1879,	156	88				
April, 1879,	95	71				
May, 1879,	179	09				
June, 1879,	98	93				
July, 1879,	115	35				
August, 1879,	478	28				
September, 1879,	262	69				
October, 1879,	266	29				
November, 1879,	135	95				
December, 1879,	209	50				
Total,	\$2,157	46				

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1879,			\$15	94	\$2	85	\$18	29
Total,			\$15	94	\$2	85	\$18	29

Total passenger earnings for the year,	\$842	97
Total freight earnings for the year,	2,157	46
Total earning from all other sources,	18	29
Total earnings for the year,	\$3,018	72

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

*Land or land damages, \$1,270 06

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$711	97
Total for maintenance of way,	\$711	97
Cost per mile of road kept in repair,	\$101	71

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, }	\$357	50
Salaries, wages, and incidentals chargeable to freight department, }	21	06
Taxes,		
Total miscellaneous,	\$378	56
Amount per mile of road operated,	\$54	08
Total expenditures for operating the road,	1,796	45
Expenses per mile of the road operated,	256	63½
Expenses per train miles,		40
Proportion for Pennsylvania, All in Pennsylvania.		

EARNINGS.

Passenger transportation, local and through,	\$842	97
Freight transportation, local and through,	2,157	46
Mail service, Not adjusted.		
Express service,	15	94
Rents,	80	00
All other sources of income,	2	35
Total,	\$3,098	72
Operating Expenses.		
Maintenance of way and buildings,	\$711 97	
Maintenance of motive power and cars,	1,796 45	
Miscellaneous,	18 29	
Total operating expenses,	2,526	71
Net earnings,	\$647	96
Earnings per mile of road operated,	\$431	24½
Expenses per mile of road operated,	256	63½
Net earnings,	\$174	61

*Included in bills payable in last year's report.

DR.			
Construction,		\$75,157	95
Real estate,		82	00
Cash and bills receivable,		456	23
Profit and loss,		5,326	77
		\$81,022	95
CR.			
Capital stock,		\$42,693	85
Funded debt,		25,700	00
Floating debt,		12,341	10
Bills payable,		288	00
		\$81,022	95

STATE OF PENNSYLVANIA, } ss:
County of York, }

Personally appeared before me, A. W. Eichelberger, president, and Jacob Resser, treasurer of the Berlin Branch Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

A. W. EICHELBERGER, *President.*

JACOB RESSER, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1880.

C. W. FORNEY, *J. P.,*

Hanover borough, Pa.

R E P O R T

OF THE

Bell's Gap Railroad Company, for the year ending November 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Alexander L. Massey, President,	Philadelphia.
S. T. Billmeyer, Secretary,	Philadelphia.
J. G. Cassatt, Treasurer,	Philadelphia.
R. G. Ford, General Superintendent,	Bellewood, Blair county, Pa.

General office at 209 South Third street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John H. Converse,	Philadelphia.
Joseph N. DuBarry,	Philadelphia.
Samuel G. Lewis,	Philadelphia.
Charles S. Wurte,	Philadelphia.
John Reilly,	Altoona.

CAPITAL STOCK

Capital stock authorized by law, (now limited to such an amount as may be fixed by the stockholders,)	\$200,000	00
Capital stock authorized by votes of company,	200,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	200,000	00
Capital stock, total amount now paid in,	200,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded D-bt.		
First mortgage bonds, (due July 1, 1893, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	\$200,000	00
Total amount now of funded debt,	\$200,000	00
Total amount now of floating and funded debt, \$200,000		

COST.

Total cost of entire road to date,	\$201,346	61
Average of same per mile of road laid,	20,973	61
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	15,352	97
Average cost of equipment per mile of road operated by company,	1,599	27
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile,	22,572	88
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bell's Mills to Lloyd's,	8 $\frac{3}{8}$	All.
Length of sidings,	1 $\frac{7}{8}$	All.
Aggregate length of main line,	9 $\frac{4}{8}$	
Aggregate length of sidings,	8 $\frac{3}{8}$	
Aggregate length of main line and sidings,	17 $\frac{1}{8}$	

Gauge.

What is the gauge of your lines ? 3 feet.

Track.

Miles of iron rails in use,	9.6
Miles of steel rail in use,	300 feet.
Weight of rail per yard, { Iron,	35 pounds.
Steel,	35 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	4
Wooden trestles, number of, 4; aggregate length,	1,220 feet.

Stations.

Number of stations on main road, passenger and freight,	5
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	1
Number of wood and water stations on main road,	1

How is track laid, and on what foundation? Stone and gravel ballast, white oak cross-ties.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 17 tons weight,	2	\$9,000 00
Number of first-class passenger cars, (one observation car,)	1	412 00
Number of passenger cars,	1	1,275 00
Number of baggage, mail, and express cars, (combined,)	1	1,275 00
Number of freight cars, trucks,	9	225 00
Number of coal cars, 85, {	2	135 00
Number of caboose cars,	33	125 00
	1	100 00

Average number of cars in passenger trains, including baggage cars: No regular trains.	
Average number of cars in freight trains, including baggage and passenger cars,	20
Average weight of freight trains, including) Empty cars,	49 tons.
locomotive and tender, in working order, } Loaded cars,	107 tons.

Employees.

Average number of persons regularly employed by company, including officials,	26
Same in Pennsylvania,	26

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger and freight trains,	27,560
Number of through passengers for the year on main road,	12,152
Number of passengers (all classes) carried in cars,	12,735
Number of passengers carried one mile,	105,700
Number of passengers carried one mile in Pennsylvania,	All.
Number of tons of 2,000 pounds of through freight for the year on main road,	87,483.20

Number of tons of freight carried one mile,	729,098.50
Number of tons of freight carried one mile in Pennsylvania,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,	88,628.07
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1878,	441	July, 1879,	1,587
January, 1879,	267	August, 1879,	3,008
February, 1879,	339	September, 1879,	2,462
March, 1879,	462	October, 1879,	1,686
April, 1879,	588	November 1879,	518
May, 1879,	560		
June, 1879,	822	Total,	<u>12,735</u>

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	84,184 ²² / ₁₀₀	Other articles,	17 ⁵³ / ₁₀₀
Merchandise and manufactures,	523 ⁸⁰ / ₁₀₀	Bark,	<u>642⁴³/₁₀₀</u>
Lumber,	3,259 ⁷⁰ / ₁₀₀		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first class through passengers,	3.61 cents.
First class way passengers,	5 cents.
For excursion passengers,	1.5 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, lumber, bark, &c., per ton per mile,	6 cents.
For through coal, per ton per mile,	4.80 cents.
Local freight, first class, per ton per mile,	28.9 cents.
Local freight, second class, per ton per mile,	24.1 cents.
For local coal,	6 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1878,			127 50
January, 1879,			87 20
February, 1879,			98 12
March, 1879,			152 85
April, 1879,			164 85
May, 1879,			148 01
June, 1879,			217 56
July, 1879,			289 61
August, 1879,			266 25
September, 1879,			449 10
October, 1879,			201 94
November, 1879,			132 40
Total,			<u>\$2,330 39</u>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1878,	\$3,442	22	\$52	82	\$3,495	04
January, 1879,	3,892	41	33	89	3,926	30
February, 1879,	3,414	65	12	30	3,426	95
March, 1879,	3,398	46	11	08	3,409	49
April, 1879,	2,656	96	2	60	2,659	56
May, 1879,	2,373	74	2	66	2,376	40
June, 1879,	2,552	09	3	47	2,555	56
July, 1879,	2,547	42	22	12	2,569	54
August, 1879,	2,769	30	18	82	2,788	12
September, 1879,	3,450	11	11	77	3,461	88
October, 1879,	3,386	95	28	82	3,415	77
November, 1879,	3,208	82	45	61	3,254	43
Total,	\$37,093	13	\$245	91	\$37,339	04

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1878,	\$25	18			\$138	37	\$163	55
January, 1879,	25	18			139	13	164	31
February, 1879,	25	18			133	48	158	66
March, 1879,	25	18			124	42	149	60
April, 1879,	25	18			121	86	147	04
May, 1879,	25	18			101	22	126	40
June, 1879,	25	18			105	87	131	05
July, 1879,	25	18			114	28	139	46
August, 1879,	25	18			105	55	130	73
September, 1879,	25	18			118	02	143	20
October, 1879,	25	18			135	85	161	03
November, 1879,	25	18			319	15	344	33
Total,	\$302	16			\$1,657	20	\$1,959	36

Total passenger earnings for the year,	\$2,330	39
Total freight earnings for the year,	37,339	04
Total earnings from all other sources,	1,959	36

Total earnings for the year, \$41,628 79

Total receipts from all sources on whole length of line, \$41,628 79
Proportion of earnings in Pennsylvania to earnings of whole line: All.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight cars, number of, 8,	\$1,500	00
Total,	\$1,500	00
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Total for maintenance of way,	\$4,065	68
Cost per mile of road kept in repair,	423	50
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives and machinery,	\$1,666	65
Repairs of passenger, baggage, and mail cars,	22	08
Repairs of freight cars,	1,946	21
All other expenses for maintenance of motive power and cars,	296	97
Total for maintenance of motive power and cars,	\$3,931	86
Cost per mile of road operated,	\$409	56
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$623	47
Salaries, wages, and incidentals chargeable to freight department, switchmen, signal-men, gate-keepers, and watchmen,	8,259	28
Fuel—number of cords of wood and tons of coal, 546 $\frac{55}{100}$; cost,	360	64
Oil and waste,	338	78
Taxes,	50	35
Telephone expenses,	195	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	5,668	31
Total miscellaneous,	\$15,495	83
Amount per mile of road operated,	\$1,614	15
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	23,493	37
Total charged to road and equipment,	1,500	00
Expenses per mile of the road operated,	2,447	23
Expenses per mile of single track operated, not including sidings,	2,830	53
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local and through,	\$2,330	39
Freight transportation, local, \$245 91	37,339	04
Freight transportation, through, 37,093 13 } Total,		
Mail service,	302	16
All other sources of income,	1,657	20
Total,	\$41,628	79
Operating Expenses.		
Maintenance of way and buildings, \$4,065 68		
Maintenance of motive power and cars, 3,931 86		
Miscellaneous, 15,495 83		
Total operating expenses, \$23,493 37, being 56 $\frac{41}{100}$ per cent. of earnings,	23,493	37
Net earnings,	\$18,135	42
Earnings per mile of road operated,	\$4,336	33
Expenses per mile of road operated,	2,447	23
Net earnings,	\$1,889	10

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$302 16 per year, daily, Sundays excepted.

STOCK AND DIVIDENDS.

Cash and loans, \$8,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Alexander L. Massey, president, and J. G. Cassatt, Treasurer, of the Bell's Gap Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

ALEXANDER L. MASSEY, *President.*

J. G. CASSATT, *Treasurer.*

Affirmed and subscribed before me, this 29th day of January, A. D. 1880

W. W. DOUGHERTY, *Notary Public.*

R E P O R T

OF THE

*Bellefonte and Snow Shoe Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
R. H. Downing, President,	Philadelphia.
William Yarnall, Secretary,	Philadelphia.
Daniel Rhoads, General Manager, Treasurer, General Superintendent, .	Bellefonte.

General offices at Bellefonte.

<i>Names of Directors.</i>	<i>Residences.</i>
R. H. Downing,	Philadelphia.
William Helme,	Philadelphia.
Wistar Morris,	Philadelphia.
Jacob P. Jones,	Philadelphia.
Robert Valentine,	Bellefonte.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company, (12,000,)	600,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock paid in by last report,	600,000	00
Capital stock, total amount now paid in,	600,000	00
Capital stock, number of shares issued, 12,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.**Funded Debt.**

First mortgage bonds, (bear interest at six per cent., which
is payable 1st February and August, each year,) amount, **\$70,500 00**

COST.

Total cost of entire road to date,	\$323,291	10
Average of same per mile of road laid,	13,470	46
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment,	134,890	28
Average cost of equipment per mile of road operated by company,	5,620	46
Cost of road and equipment per mile,	19,090	92

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Intersection to Snow Shoe,	21 $\frac{4}{10}$	21 $\frac{4}{10}$
Length of single main track,	21 $\frac{4}{10}$	21 $\frac{4}{10}$
Leased Roads.		
From Bellefonte to Snow Shoe inter- section,	4 $\frac{1}{10}$	4 $\frac{1}{10}$
Aggregate length of main line and branches,	4 $\frac{1}{10}$	4 $\frac{1}{10}$
Aggregate length of leased roads,	21 $\frac{4}{10}$	21 $\frac{4}{10}$
Aggregate length of sidings and other track not above enumerated,	4 $\frac{1}{10}$	4 $\frac{1}{10}$
Aggregate length of main line, branches, leased roads, sidings, and other track,	8 $\frac{2}{10}$	8 $\frac{2}{10}$
	33 $\frac{7}{10}$	33 $\frac{7}{10}$

Gauge.

What is the gauge of your lines? 4 feet 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, 25.8
Miles of steel rail in use, 6.4
Weight of rail per yard, { Iron, 45 and 56 lbs.
 { Steel, 50, 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 18
Wooden bridges, number of, 12; aggregate length, 393 feet.
Wooden trestles, number of, 6; aggregate length, 1,543 feet.

Stations.

Number of stations on main road, passenger and freight, 7
Number of stations on branches, passenger and freight, 2
Number of stations on leased roads, passenger and freight, 2

Number of engine-houses and shops in Pennsylvania, 3 ;	
total number entire road,	3
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclusive of roadway, assessed value,	\$28,051 00
How is track laid and on what foundation? Oak cross-ties on stone bal- last.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	\$15,250 00
Number of locomotives of more than 20 tons weight,	4	17,033 77
Number of first class passenger cars,	2	3,500 00
Number of freight cars, { House cars, 3 8-wheel, cost,		750 00
{ House cars, 3 4-wheel, cost,		325 00
{ Trucks, 29 gondolas, cost,		635 00
Number of coal, ore, and stone cars,	52	350 00
Number of caboose cars,	1	350 00

Average number of cars in passenger trains, including bag- gage cars,	4
Average number of cars in freight trains,	10
Average weight of passenger trains, including locomotive and tender, in working order,	75 tons.

Employees.

Average number of persons regularly employed by com- pany, including officials,	64
--	----

DOINGS OF THE YEAR.**Transportation and total Miles Run.**

Number of miles run by passenger trains, and freight mixed,	28,350
Number of miles run by freight trains, coal, lumber, &c.,	35,726
Number of through passengers for the year on main road,	10,982
Number of passengers (all classes) carried in cars,	10,982
Number of passengers carried one mile,	133,254
Number of passengers carried one mile in Pennsylvania,	All.
Number of tons of 2,000 pounds of through freight for the year on main road,	71,774
Number of tons of freight carried one mile,	1,898,197
Number of tons of freight carried one mile in Pennsylvan- ia,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	83,368
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour.)	15 miles.
Average rate of speed adopted by freight trains, includ- ing stops,	10 miles.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	567	July, 1879,	985
February, 1879,	578	August, 1879,	1,275
March, 1879,	1,025	September, 1879,	932
April, 1879,	1,011	October, 1879,	879
May, 1879,	996	November, 1879,	914
June, 1879,	694	December, 1879,	1,131

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	62	Agricultural products,	698
Bituminous coal,	68,543	Merchandise and manufactures,	424
Petroleum and other oils,	23	Lumber,	6,123
Other iron or castings,	196	Other articles,	6,941
Stone and lime,	420		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through and way passengers, 3½ cents.

The rate per Ton (of 2,000 pounds,) per Mile charged for freight.

For through freight, per ton per mile, 5 to 10 cents.

For through coal, lumber, &c., per ton per mile, 2 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$142	35	\$68	10	\$210	45
February, 1879,	144	26	55	91	200	17
March, 1879,	319	40	99	88	418	78
April, 1879,	379	79	85	62	465	41
May, 1879,	278	05	83	45	361	50
June, 1879,	192	94	72	75	265	69
July, 1879,	256	94	105	82	362	76
August, 1879,	268	30	243	08	511	38
September, 1879,	202	45	124	49	326	94
October, 1879,	227	11	90	00	317	11
November, 1879,	213	20	112	97	326	17
December, 1879,	246	62	153	92	400	57
Total,	\$2,871	44	\$1,295	49	\$4,166	93

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$2,579	20			\$2,579	20
February, 1879,	2,232	21			2,232	21
March, 1879,	2,745	21			2,745	21
April, 1879,	2,809	85			2,809	35
May, 1879,	3,346	18			3,346	18
June, 1879,	3,722	06			3,722	06
July, 1879,	3,237	91			3,237	91
August, 1879,	2,774	69			2,774	69
September, 1879,	2,874	30			2,874	30
October, 1879,	3,209	98			3,209	98
November, 1879,	2,986	13			2,986	13
December, 1879,	3,707	49			3,707	49
Total,	\$36,224	71			\$36,224	71

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,			\$49 44	\$49 44
February, 1879,			12 34	12 34
March, 1879,	\$50 00		32 20	82 20
April, 1879,			7 68	26 93
May, 1879,			19 80	54 42
June, 1879,			5 29	42 36
July, 1879,			49 13	36 85
August, 1879,			6 53	33 93
September, 1879,			35 83	28 87
October, 1879,			11 66	37 40
November, 1879,			25 19	36 87
December, 1879,	100 00		18 71	183 72
Total,	\$150 00		20 22	\$574 83
Total passenger earnings for the year,				\$4,166 93
Total freight earnings for the year,				86,224 71
Total earnings from all other sources,				574 83
Total earnings for the year,				\$40,966 47
Total receipts from all sources on whole length of line,				\$40,966 47

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$8,174 98
New iron rails, number of tons, 20,	700 00
New steel rails, (exchanged old iron rails in part payment for the steel rails,) number of tons, 235.19,	6,016 89
Repairs of bridges and trestles,	2,875 34
All other expenses for maintenance of way,	2,535 94
Total for maintenance of way,	\$20,303 15
Cost per mile of road kept in repair,	\$312 00
Proportion for Pennsylvania, All.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$4,962 94
Repairs of machinery,	1,601 37
Repairs of passenger, baggage, and mail cars,	
Total for maintenance of motive power and cars,	\$6,564 31
Cost per mile of road operated,	\$262 57
Proportion for Pennsylvania, All.	

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, }	\$8,999	00
Salaries, wages, and incidentals chargeable to freight department, }		
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	444	00
Fuel, wood,	60	00
Fuel, coal,	1,231	07
Oil and waste,	524	09
Damages for injuries to persons,	8,000	00
Damages for cattle killed or injured,	36	00
Damages for loss of goods and baggage,	15	62
Damages to property, including damages by fire,	162	21
Taxes,	327	73
Insurance,	131	56
Telegraph expenses,	49	77
Amount paid other corporations or individuals for use of all other cars,	871	36
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	4,484	67
Total miscellaneous,	\$25,337	08
Amount per mile of road operated,	\$1,013	48
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	52,204	54
Expenses per mile of the road operated,	2,088	18

EARNINGS.

Passenger transportation, local, \$1,295 49	} Total,	\$4,166	93
Passenger transportation, through, 2,871 44		86,224	71
Freight transportation, local and through,		150	00
Mail service,		424	83
All other sources of income,			
Total,		\$40,966	47
Operating Expenses.			
Maintenance of way and buildings, \$20,308 15			
Maintenance of motive power and cars, 6,564 31			
Miscellaneous, 25,337 08			
Total operating expenses,		\$52,204	54
Deficit,		\$11,238	07

This company is engaged in the mining of coal, and manufacturing coke and lumber. Earnings from this branch of the business have been applied to paying the excess of expenses over receipts in the operating road account.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 12,000 shares,

par value, \$600,000 00

Rate and date of all cash dividends on stock of original and consolidated companies. No dividend paid in 1879.

STATE OF PENNSYLVANIA, } ss:
County of }

Personally appeared before me, Richard H. Downing, President, and Daniel Rhoads, Treasurer, of the Bellefonte and Snow Shoe Railroad Company, who, being duly sworn, do depose and say that they caused the

foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December, 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

R. H. DOWNING, *President*.

DANIEL RHOADS, *Treasurer*.

Affirmed and subscribed before me this 20th day of January, A. D. 1880.

WILLIAM A. THORP, *Magistrate*.

REPORT

OF THE

*Bedford and Bridgeport Railroad Company, for the
year ending December 31, 1879.*

• OFFICERS.

Names.

Residences.

John Cessna, President, Bedford, Pa.
Albert Hewson, Secretary and Treasurer, Philadelphia, Pa.
General office at 233 South Fourth street, Philadelphia, Pa.

Names of Directors.

Residences.

John Alsip, Bedford, Pa.
Doctor George W. Anderson, (since dead,) Bedford, Pa.
Josiah Bacon, Philadelphia, Pa.
William Chenowith, Bedford, Pa.
J. N. DuBarry, Philadelphia, Pa.
John G. Hartley, Bedford, Pa.
John M. Kennedy, Philadelphia, Pa.
Strickland Kneass, Philadelphia, Pa.
John W. Lingenfelter, Bedford, Pa.
Wistar Morris, Philadelphia, Pa.
G. B. Roberts, Philadelphia, Pa.
Edmund Smith, Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$800,000	00
Capital stock, amount subscribed, (decreased from last report by forfeiture of subscription,)	599,650	00
Capital stock paid in by last report,	599,425	00
Capital stock, total amount now paid in, (decreased by forfeiture of subscription,)	599,400	00
Capital stock, number of shares issued, 11,988		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

* Elected February 18, 1879.

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1893, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	\$1,000,000	00
Total amount now of funded debt,	\$1,000,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,697	25
Debt incurred for any other purpose, and for what:		
Matured coupons,	175,000	00
The amount now of floating debt,	176,697	25
Total amount now of floating and funded debt,	\$1,176,697	25
Funded debt, as per last report,	\$1,000,000	00
Floating debt, as per last report,	106,480	28
Total cash realized from capital stock and debt,	\$1,401,097	25

COST.

Total cost of entire road to date,	\$1,421,241	91
Average of same per mile of road laid,	28,887	03
Total cost of entire equipment: Equipment furnished by lessee.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mt. Dallas to Maryland State line, . .	38.70	38.70
Length of single main track,	38.70	38.70
Branches.		
Dunnings Creek branch, from Bedford	10.50	10.50
to Holderbaum,	10.50	10.50
Aggregate length of main line and branches,	49.20	49.20
Aggregate length of sidings and other track not above enumerated,	5.15	5.15
Aggregate length of main line, branches, leased roads, sidings and other track,	54.35	54.35

Gauge.

What is the gauge of your lines? 4 feet 6 inches.

Track.

Miles of iron rail in use in main track,	49.13
Miles of steel rail in use, . . . . .	.07
Weight of rail per yard, { Iron,	52 pounds.
{ Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	68
Wooden bridges, number of, 46 ; aggregate length,	2,197 feet.
Stone bridges, number of, 1 ; aggregate length,	8 feet.
Iron bridges, number of, 8 ; aggregate length,	217 feet.
Wooden trestles, number of, 18 ; aggregate length,	2,147 feet.

Stations.

Number of stations on main road : Passenger, 24 ; freight, 23 ; total,	47
Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road,	2
Number of wood and water stations on main road,	5

How is track laid and on what foundation? White oak cross-ties and stone ballast.

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for ten years, from August 1, 1876.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$1,512	50
Total,	\$1,512	50

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 11,988 shares, \$599,400 00

STATE OF PENNSYLVANIA, }
County of Bedford, } ss :

Personally appeared before me, John Cessna, President, of the Bedford and Bridgeport Railroad Company, who, being duly sworn, do depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1878, according to the best of his knowledge and belief. •

(Signed,)

JOHN CESSNA, *President.*

Sworn and subscribed before me this 6th day of February, A. D. 1880.

WILLIAM C. SMITH, *J. P.*

STATE OF PENNSYLVANIA,) ss:
County of Philadelphia,)

Personally appeared before me, Albert Hewson, Treasurer of the Bedford and Bridgeport Railroad Company, who, being duly sworn, deposes and says, that the foregoing statements have been properly prepared and carefully examined, and declares them to be a true and correct statement of the condition of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me this 7th day of February, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

R E P O R T

OF THE

*Brownsville Railway Company, for the year ending
December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	Cambridge, N. J.

<i>Names of Directors.</i>	<i>Residences.</i>
George E. Hogg,	Brownsville, Pa.
Adam Jacobs,	Brownsville, Pa.
Strickland Kneass,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Charles E. Speer,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$230,000	00
Capital stock authorized by votes of company,	186,850	00
Capital stock, amount subscribed,	186,850	00
Capital stock, total amount now paid in,	186,850	00
Capital stock, number of shares issued, 8,737		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date, \$186,850

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Brownsville to a connection with the South-West Pennsylvania Railway, near Uniontown, Pa., and to Mt. Braddock,	17½	17½
Length of single main track,	3½	3½

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 3,737 shares.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, J. N. DuBarry, president, and William Taylor, treasurer, of the Brownsville Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements, to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) J. N. DuBARRY, *President.*
W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.
JOHN C. SIMS, Junior,
Notary Public.

REPORT

OF THE

Buffalo, New York and Philadelphia Railway Company, for the year ending September 30, 1879.

OFFICERS.

Names.	Residences.
Sherman S. Jewett, President,	Buffalo, N. Y.
George B. Gates, Vice President,	Buffalo, N. Y.
Franklin S. Buel, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, Chief Engineer,	Buffalo, N. Y.
George B. Gates, General Manager,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
Sherman S. Jewett,	Buffalo, N. Y.
George B. Gates,	Buffalo, N. Y.
Bronson C. Rumsey,	Buffalo, N. Y.
William H. Glenny,	Buffalo, N. Y.
Cicero J. Hamlin,	Buffalo, N. Y.
George J. Magee,	Watkins, N. Y.
Cyrus Clarke,	Buffalo, N. Y.
Jacob F. Schoellkopf,	Buffalo, N. Y.
Francis H. Root,	Buffalo, N. Y.
Richard Bullymere,	Buffalo, N. Y.
Thomas Clark,	Buffalo, N. Y.
James H. Metcalfe,	Buffalo, N. Y.

CAPITAL STOCK.

Capital stock authorized by law	\$3,500,000	00
Capital stock authorized by votes of company,	23,831	00
Capital stock, amount subscribed,	2,383,100	00
Capital stock paid in by last report,	1,968,950	00
Capital stock, total amount now paid in,	2,004,350	00
Capital stock, number of shares issued,	17,908	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1896, bear interest at 6 per cent., gold, which is payable January and July,) amount,	\$3,000,000	00
Second mortgage bonds,	546,500	00
Total amount now of funded debt,	\$3,546,500	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,039,802	35
The amount now of floating debt,	1,039,802	35
Total amount now of floating and funded debt,	\$4,586,302	35
Funded debt as per last report,	\$3,807,500	00
Floating debt as per last report,	711,339	29
Total cash realized from capital stock and debt,	\$6,590,652	35

COST.

Total cost of entire road to date,	\$5,555,720	30
Average of same per mile of road laid,	45,915	04
Proportion of same for Pennsylvania,	1,923,840	17
Total cost of entire equipment,	1,245,327	73
Average cost of equipment per mile of road operated by company,	10,291	96
Proportion of same for Pennsylvania,	431,233	12
Cost of road and equipment per mile,	56,207	01
Proportion of same for Pennsylvania,	2,355,073	72

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Buffalo, N. Y., to Emporium, Pa., . .	120.55 ₁₀₀	41.28 ₁₀₀
Length of single main track,	120.55 ₁₀₀	41.28 ₁₀₀

Gauge.

What is the gauge of your line, 4 feet 8½ inches.

Track.

Miles of iron rail in use, 52.39
Miles of steel rail in use, 68.16
Weight of rail per yard, { Iron, 60 pounds.
{ Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 51
Wooden bridges, number of, 12; aggregate length, 1,188
Stone bridges, number of, 6; aggregate length, 741
Iron bridges, number of, 4; aggregate length, 513
Wooden trestles, number of, 29; aggregate length, 6,000

Stations.

Number of stations on main road: Passenger, 29; freight, 29; total, 58
Number of engine-houses and shops in Pennsylvania, 2; total number entire road, 4
Number of wood and water stations on main road, 13

How is track laid, and on what foundation? Fish-plates, hemlock and oak ties, and gravel ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	7		
Number of locomotives of more than 30 tons weight,	24		
Number of first-class passenger cars,	12	\$5,000	00
Number of second-class passenger cars,	12	3,000	00
Number of baggage, mail, and express cars,	5		
Number of freight, coal, ore, stone, and caboose cars,	1,350		

Average number of cars in passenger trains, including baggage cars, 3
Average number of cars in freight trains, 30
Average weight of passenger trains, including locomotive and tender, in working order, 50 tons.
Average weight of freight trains, including locomotive and tender, in working order, 280 tons.

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	132,394
Number of miles run by freight trains,	485,334
Number of through passengers for the year on main road,	1,242
Number of passengers (all classes) carried in cars, . . .	207,239
Number of passengers carried one mile,	4,163,659
Number of passengers carried one mile in Pennsylvania,	817,392
Number of tons of 2,000 pounds of through freight for the year on main road,	361,963
Number of tons of freight carried one mile,	83,907,397
Number of tons of freight carried one mile in Pennsyl- vania,	34,539,509
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,063,256
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, includ- ing stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1878,	18,903	April, 1879,	19,587
November, 1878,	19,400	May, 1879,	15,947
December, 1878,	16,101	June, 1879,	17,731
January, 1879,	9,655	July, 1879,	19,998
February, 1879,	11,891	August, 1879,	20,375
March, 1879,	17,813	September, 1879,	19,838

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	141,964 ¹²³³ ₂₀₀₀	Stone and lime,	3,974 ¹⁸⁸⁸ ₂₀₀₀
Bituminous coal,	321,049 ⁴⁵⁵ ₂₀₀₀	Agricultural products,	33,335 ⁸⁸⁸ ₂₀₀₀
Petroleum, and other oils, . .	333,448 ⁵⁵² ₂₀₀₀	Merchandise and manufactures,	45,186 ⁸⁸⁸ ₂₀₀₀
Pig iron,	235 ⁰⁰⁰ ₂₀₀₀	Live stock,	1,058 ⁰⁰⁰ ₂₀₀₀
Railroad iron,	142 ⁴¹³ ₂₀₀₀	Lumber,	102,258 ⁸⁸⁸ ₂₀₀₀
Other iron or castings,	15,145 ⁴⁸⁸ ₂₀₀₀	Other articles,	14,513 ⁰⁰⁰ ₂₀₀₀
Iron and other ores,	992 ²¹⁴ ₂₀₀₀		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents
For first-class way passengers: 3 cents in New York; 3 ¹ / ₂ cents in Pennsylvania.	

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	1, .8, .6, .4 cents.
For through coal, per ton per mile, . . . . .	.6 cents.
For local freight, per ton per mile,	8, 7, 6, 4 cents.
For local coal, per ton per mile,	1 cent.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1878,			\$11,888 92
November, 1878,			11,107 07
December, 1878,			9,030 62
January, 1879,			6,061 41
February, 1879,			6,959 35
March, 1879,			10,020 14
April, 1879,			11,713 09
May, 1879,			11,427 48
June, 1879,			11,204 52
July, 1879,			12,670 46
August, 1879,			13,275 50
September, 1879,			13,006 35
Total,			\$128,364 91

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1878,			\$78,687 81
November, 1878,			71,549 84
December, 1878,			57,544 54
January, 1879,			36,758 97
February, 1879,			50,490 51
March, 1879,			69,590 44
April, 1879,			70,454 19
May, 1879,			94,432 45
June, 1879,			69,096 45
July, 1879,			64,099 55
August, 1879,			66,367 18
September, 1879,			68,009 85
Total,			\$797,081 28

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
October, 1878,	\$709	23	\$831	04	\$1,851	60	\$3,391 87
November, 1878,	709	23	725	74	702	76	2,137 73
December, 1878,	709	23	692	40	777	44	2,179 07
January, 1879,	709	24	493	75	377	17	1,580 16
February, 1879,	709	23	549	18	632	21	1,890 62
March, 1879,	709	23	766	27	769	86	2,245 36
April, 1879,	709	23	1,012	84	615	06	2,337 13
May, 1879,	709	23	1,091	76	949	27	2,750 26
June, 1879,	709	23	1,067	17	688	29	2,464 69
July, 1879,	709	23	1,027	76	544	36	2,281 35
August, 1879,	709	23	810	74	1,549	62	3,069 59
September, 1879,	709	23	1,435	90	763	72	3,908 85
Total,	\$8,510	77	\$10,504	55	\$10,221	36	\$29,236 68

Total passenger earnings for the year,	\$128,864	91
Total freight earnings for the year,	797,081	28
Total earnings from all other sources,	29,136	68
Total earnings for the year,	\$954,682	87
Total receipts from all sources on whole length of line,	\$954,682	87
Proportion of earnings in Pennsylvania to earnings of whole line, . .	330,284	49

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$40,517	54
Land or land damages,	10,299	67
Passenger and freight houses,	2,323	97
Engine-houses, car sheds, wood and coal sheds, and water tanks, . .	3,039	45
New locomotives,	51,114	36
New passenger cars,	902	61
New freight cars,	111,491	52
Any other expenditures chargeable to this account,	1,504	71
Total,	\$221,193	83
Proportion for Pennsylvania,	\$76,594	88

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$125,901	21
New steel rails,	99,509	63
Repairs of buildings and fixtures,	2,936	57
Repairs of fences,	379	06
Total for maintenance of way,	\$228,226	47
Cost per mile of road kept in repair,	\$1,896	17
Proportion for Pennsylvania,	79,030	52

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$26,186	75
Repairs of machinery,	644	51
Repairs of passenger, baggage, and mail cars,	5,625	78
Repairs of freight cars,	33,637	61
All other expenses for maintenance of motive power and cars, . . .	4,834	76
Total for maintenance of motive power and cars,	\$70,849	41
Cost per mile of road operated,	\$585	55
Proportion for Pennsylvania,	24,533	99

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$34,253	25
Salaries, wages, and incidentals chargeable to freight department, . .	102,759	80
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	14,598	12
Fuel—coal,	50,190	64
Oil and waste,	3,230	30
Damages for injuries to persons,	555	00
Damages for loss of goods and baggage,	2,040	38
Damages to property, including damages by fire and cattle killed, .	942	95
Taxes,	23,719	21
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, .	42,961	84
Total miscellaneous,	\$275,251	49
Amount per mile of road operated,	\$2,274	81
Proportion for Pennsylvania,	95,314	53
Total expenditures for operating the road,	574,327	37
Total charged to road and equipment,	221,193	83
Expenses per mile of the road operated,	4,746	51
Proportion for Pennsylvania,	198,878	77

EARNINGS.

Passenger transportation, local and through,	\$128,364	91
Freight transportation, local and through,	747,081	28
Mail service,	8,510	77
Express service,	10,504	55
All other sources of income,	10,221	36
Total,	\$954,682	87
Operating Expenses.		
Maintenance of way and buildings,	\$228,226	47
Maintenance of motive power and cars,	70,849	41
Miscellaneous,	275,251	49
Total operating expenses,	574,327	37
Net earnings,	\$380,355	50
Earnings per mile of road operated,	\$7,889	94
Expenses per mile of road operated,	4,746	51
Net earnings,	\$2,816	99

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? American Express Company, under a contract.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Empire Line, under contract.

STOCK AND DIVIDENDS.

Unit of common stock now outstanding, \$1,790,700 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	4	10	1	4	1	8
Employees,						
Others,						
Total,	4	10	5		9	10

Statement of each Accident.

February 8. W. A. Bulger, switchman, killed by falling off car in Buffalo yard.

February 11. Silas Dewey, brakeman, finger crushed while coupling cars at Eldred, Pa.

February 26. ——— McCarty, brakeman, arm crushed while coupling cars at Emporium, Pa.

March 10. Engine No. 3, on train "Extra," No. 16, exploded her boiler at Ebenezer, N. Y. Charles Silloway, engineman, blown through cab window, and had his leg broken; J. White, fireman, slightly scalded.

April 11. Charles Fox, brakeman, hand crushed coupling cars.

June 5. John B. Nelson, boy ten years old; playing on cars at Emslie street, Buffalo; fell off and was run over and killed.

June 18. Train Extra, No. 9, ran off track south of State Line, killing engineman Edgar J. Squibbs; cause of accident, misplaced tramway.

June 20. George Richardson, brakeman, finger crushed coupling cars at Port Allegheny, Pa.

June 20. M. McMahon, brakeman, thumb crushed coupling cars at Benton's, Pa.

June 24. P. McNearny, switchman, hand crushed coupling cars at Buffalo, N. Y.

July 5. Mrs. Hewell, 82 years of age, run over and killed by train No. 2; was walking on track near Cadiz, N. Y.

July 19. Thomas Chambers, run over and killed by train No. 2; was walking on track south of Eldred, Pa.

July 22. Charles Parshall, switchman, fell between cars at Olean, N. Y., run over and had both ankles crushed; died from injuries August 6.

July 31. James Cosgrove, hand crushed coupling cars at Portville, N. Y.

August 31. ——— Grimm, passenger on excursion train, fell under car while intoxicated and run over and killed at Fillmere Park, N. Y.

September 1. H. Van Sickle, conductor, caught between cars while fixing drawhead, at Lime Lake, N. Y., and had thigh injured.

September 1. Unknown man, attempted to get on train No. 11, while in motion, at Aurora, N. Y.; fell between cars, run over, and killed.

September 23. John Haus, trackman ; yard engine backed down upon him at Emporium, ran over and killed him.

STATE OF NEW YORK, } ss:
County of Erie, }

Personally appeared before me, George S. Gatchell, general superintendent, and Franklin S. Buell, treasurer, of the Buffalo, New York, and Philadelphia Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending the 30th September, A. D. 1879, according to the best of their knowledge and belief.

(Signed) GEORGE S. GATCHELL,
General Superintendent.
FRANKLIN S. BUELL, Treasurer.

Sworn and subscribed before me, this 22d day of January, A. D. 1880.
WILLIAM JOHNSON,
Commissioner for Pennsylvania.

R E P O R T

OF THE

Catawissa Railroad Company, for the year ending
October 31, 1879.

OFFICERS.

Names.	Residences.
M. P. Hutchinson, President and Treasurer,	Philadelphia, Pa.
R. M. Elliott, Secretary,	Philadelphia, Pa.
General offices at Philadelphia, Pa.	

Names of Directors.	Residences.
I. V. Williamson,	Philadelphia, Pa.
Emmor Weaver,	Philadelphia, Pa.
Francis K. Shipper,	Philadelphia, Pa.
George C. Carson,	Philadelphia, Pa.
Joseph C. Harris,	Philadelphia, Pa.
John S. Graham,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock, amount subscribed,	\$4,359,500	00
Capital stock paid in by last report,	4,359,500	00
Capital stock, total amount now paid in,	4,359,500	00
Capital stock, number of shares issued: Preferred, 44,000; second preferred, 20,000; common, 23,190; total,	87,190	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1882, bear interest at seven per cent., which is payable February and August,) amount,	\$230,500	00
First mortgage bonds, (due 1900, bear interest at seven per cent., which is payable February and August,) amount,	1,800,000	00
Chattel mortgage bonds, (due 1880, bear interest at five per cent., which is payable May and November,) amount,	24,500	00
Chattel mortgage bonds, (due 1888-1889, bear interest at ten per cent., which is payable January, April, July, and October,) amount,	185,850	00
Construction bonds, (due 1917, bearing interest at seven per cent, June and December,) amount,	62,000	00
Total amount now of funded debt,	\$1,802,350	00
Floating Debt.		
Total amount now of floating and funded debt,	1,802,350	00
Funded debt as per last report,	\$1,802,350	00

COST.

Total cost of entire road to date, \$6,206,668 08

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tamanend to Williamsport,	94	94
Branches.		
Summit Branch, from Summit station to Silver Brook, length of branch,	4½	4½
Leased Roads.		
Philadelphia and Erie Railroad, length of road leased,		27
Aggregate length of main line and branches,		98½
Aggregate length of leased roads,		27
Aggregate length of sidings and other track not above enumerated,		15½
Aggregate length of main line, branches, leased roads, sidings, and other track,		141

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	24
Wooden bridges,	15
Iron bridges,	2
Wooden trestles,	7

Stations.

Number of stations on main road, passenger and freight, 23
 Number of tunnels, 3; aggregate length, 2,000 feet.
 How is track laid and on what foundation? On hard wood cross-ties,
 earth, coal dirt, and stone.

STOCKS AND DIVIDENDS.

Number and per cent of dividends: Two, $3\frac{1}{2}$ per cent.
 each, on preferred stocks.
 Amount paid in dividends, \$224,000 00

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for nine hundred and ninety-nine years, and is operated as a branch of that road. See their report for receipts, expenses, &c.

STATE OF PENNSYLVANIA,)
 County of Philadelphia,) ss:

Personally appeared before me, M. P. Hutchinson, president and treasurer of the Catawissa Railroad Company, who, being duly affirmed, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

M. P. HUTCHINSON,
President and Treasurer.

Sworn and subscribed before me, this 28th day of January, A. D. 1880.
 W. W. DOUGHERTY, *Notary Public.*

REPORT

OF THE

*Catasauqua and Fogelsville Railroad Company, for the
year ending September 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joshua Hunt, President,	Catasauqua, Pa.
John Williams, Secretary and Treasurer,	Catasauqua, Pa.
C. W. Chapman, General Superintendent,	Catasauqua, Pa.

General offices at Catasauqua, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
David Thomas,	Catasauqua, Pa.
John T. Knight,	Easton, Pa.
B. G. Clark,	New York.
G. A. Wood,	Philadelphia, Pa.
Samuel Thomas,	Catasauqua, Pa.
Fisher Hazard,	Mauch Chunk, Pa.
Samuel Dickson,	Philadelphia, Pa.
John T. Morris,	Philadelphia, Pa.
Charles E. Haven,	Philadelphia, Pa.
John Thomas,	Hokendauqua, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock, amount subscribed,		\$426,900	00
Capital stock paid in by last report,		426,900	00
Capital stock, total amount now paid in,		426,900	00
Capital stock, number of shares issued,	17,076		
Capital stock, amount paid in on each share,		25	00
Capital stock, par value of each share,		25	00

DEBT.

<i>Floating Debt.</i>			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$160,000 00		
The amount now of floating debt,		\$160,000	00
Total amount now of floating and funded debt,		\$160,000	00
Floating debt as per last report,	\$160,000 00		
Total cash realized from capital stock and debt,		\$586,900	00

COST.

Total cost of entire road to date,	\$523,185	59
Average of same per mile of road laid,	20,927	42
Proportion of same for Pennsylvania,	20,927	42
Total cost of entire equipment,	135,150	00
Average cost of equipment per mile of road operated by company,	5,406	00
Proportion of same for Pennsylvania,	5,406	00
Cost of road and equipment per mile,	26,333	42
Proportion of same for Pennsylvania,	26,333	42

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Catasauqua to Rittenhouse Gap, . . .	20	20
Length of single main track,	25	25
Branches.		
From Trexlertown to terminus, length of single track,	5	5
Aggregate length of main line and branches,	25	25
Aggregate length of sidings and other track not above enumerated,	8	8
Aggregate length of main line, branches, leased roads, sidings, and other track,	33	33

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 24.50 miles.
Miles of steel rail in use, 8.50 miles.
Weight of rail per yard, { Iron, 50 pounds.
{ Steel, 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 10
Wooden bridges, number of, 2; aggregate length, 50 feet.
Stone bridges, number of, 3; aggregate length, 24 feet.
Iron bridges, number of, 5; aggregate length, 1,312 feet.

Crossings.

What railroads cross your road either over or under your grade in this Commonwealth, and where? East Pennsylvania branch of Philadelphia and Reading railroad, at Alburytis—undergrade.

Stations.

Number of stations on main road: Passenger, and freight, 16
Number of stations on branches: Passenger, 2; freight, 3;
total, 5
Number of engine-houses and shops in Pennsylvania, 2;
total number entire road, 2

Number of wood and water stations on main road, . . .	6
Number of wood and water stations on branches, . . .	1
Value of real estate held by the company, exclusive of road-way,	\$25,000 00

How is track laid, and on what foundation? In the ordinary way, 19 miles with furnace cinders, and 6 miles with broken stone.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	5	\$14,000	00
Number of locomotives of more than 20 tons weight,	1	14,000	00
Number of first-class passenger cars,	3	2,500	00
Number of baggage, mail, and express cars,	1	1,000	00
Number of freight cars, { House cars,	2	1,000	00
Trucks,	25	700	00
Number of coal, ore, and stone cars,	550	350	00

Average number of cars in mixed trains, including baggage cars,	16
Average number of cars in freight trains,	55
Average weight of mixed trains, including locomotive and tender, in working order,	312 tons.
Average weight of freight trains, including locomotive and tender, in working order,	485 tons.

Employees.

Average number of persons regularly employed by company, including officials,	61
Same in Pennsylvania,	61

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger and freight trains, . .	25,040
Number of miles run by ore trains,	26,292
Number of through passengers for the year on main road,	350
Number of passengers (all classes) carried in cars,	5,460
Number of passengers carried one mile,	38,220
Number of passengers carried one mile in Pennsylvania,	38,220
Number of tons of 2,000 pounds of through freight for the year on main road,	42,306.15
Number of tons of freight carried one mile,	2,093,146.05
Number of tons of freight carried one mile in Pennsylvania,	2,093,146.05
Gross amount of tonnage for the year, (2,000 pounds per ton,)	299,023.15
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1878,	480	May, 1879,	455
November, 1878,	453	June, 1879,	421
December, 1878,	455	July, 1879,	325
January, 1879,	457	August, 1879,	554
February, 1879,	425	September, 1879,	560
March, 1879,	450		
April, 1879,	425	Total,	5,460

The amount of Freight, specifying the quantity in Tons of 2,240 pounds.

Anthracite coal,	16,895.00	Agricultural products,	886.19
Bituminous coal,	2,111.00	Merchandise and manufactures,	8,210.00
Pig iron,	27,369.00	Lumber and slats,	2,470.00
Iron and other ores,	157,988.00	Other articles,	140.16
Stone and lime,	83,443.00		

The Rate per Ton (of 2,240 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	2 cents.
For through coal, per ton per mile,	2½ cents.
For local freight, per ton per mile,	5 cents.
For local coal, per ton per mile,	3½ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$10	10	\$105	25	\$115	25
November, 1878,	11	05	127	65	138	70
December, 1878,	13	25	149	25	162	50
January, 1879,	10	15	126	55	136	70
February, 1879,	9	25	114	30	123	55
March, 1879,	9	15	154	25	163	40
April, 1879,	10	25	105	20	115	45
May, 1879,	10	80	106	20	117	00
June, 1879,	9	55	103	25	112	80
July, 1879,	10	10	205	50	215	60
August, 1879,	14	25	125	25	139	50
September, 1879,	10	25	101	40	111	65
Total,	\$128	15	\$1,534	05	\$1,652	20

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$2,853	40	\$5,850	21	\$8,703	61
November, 1878,	3,547	95	4,037	40	7,535	35
December, 1878,	1,606	87	3,516	73	5,123	60
January, 1879,	1,825	95	4,525	38	6,351	33
February, 1879,	1,753	30	4,337	42	6,090	72
March, 1879,	3,093	32	6,123	31	9,216	63
April, 1879,	1,972	06	5,336	57	7,308	63
May, 1879,	2,029	72	6,049	43	8,079	15
June, 1879,	3,449	58	5,975	56	9,425	14
July, 1879,	2,326	73	6,302	16	8,628	89
August, 1879,	2,762	38	6,561	02	9,323	40
September, 1879,	2,855	20	7,342	86	10,198	06
Total,	\$30,076	46	\$65,958	05	\$96,034	51

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1878,	\$36 26	. . . . .
November, 1878,	47 18	. . . . .
December, 1878,	46 25	. . . . .
January, 1879,	44 38	. . . . .
February, 1879,	42 25	. . . . .
March, 1879,	49 25	. . . . .
April, 1879,	46 35	. . . . .
May, 1879,	47 29	. . . . .
June, 1879,	45 38	. . . . .
July, 1879,	49 28	. . . . .
August, 1879,	49 24	. . . . .
September, 1879,	36 29	. . . . .
Total,	\$535 40	. . . . .
Total passenger earnings for the year,				\$1,652 20
Total freight earnings for the year,				96,034 51
Total earnings from all other sources,				535 40
Total earnings for the year,				\$98,222 11
Total receipts from all sources on whole length of line,				\$98,222 11
Proportion of earnings in Pennsylvania to earnings of whole line,				98,222 11

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$19,162 07
Repairs of bridges,	533 00
All other expenses for maintenance of way,	486 46
Total for maintenance of way,	\$20,181 53
Cost per mile of road kept in repair,	\$807 26
Proportion for Pennsylvania,	807 26

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$4,434 88
Repairs of passenger, baggage, and mail cars,	750 65
Total for maintenance of motive power and cars,	\$5,185 53
Cost per mile of road operated,	\$207 42
Proportion for Pennsylvania,	207 42

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,602	38
Salaries, wages, and incidentals chargeable to freight department, . .	10,236	70
Fuel—coal,	5,427	12
Oil and waste,	701	70
Taxes,	1,878	43
Amount paid other corporations or individuals for use of all other cars,	1,865	41
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	4,300	00
Total miscellaneous,	\$29,011	74
Amount per mile of road operated,	\$1,120	47
Proportion for Pennsylvania,	1,120	47
Total expenditures for operating the road,	54,378	80
Total charged to road and equipment,	54,378	80
Expenses per mile of the road operated,	2,174	75
Expenses per mile of single track operated, not including sidings, . . .	2,174	75

EARNINGS.

Passenger transportation, local,	\$1,224 05	} Total,	\$1,352	20
Passenger transportation, through,	128 15			
Freight transportation, local,	65,958 05	} Total,	96,034	51
Freight transportation, through,	30,076 46			
Express service,			300	00
Rents,			535	40
Total,			\$98,222	11
Operating Expenses.				
Maintenance of way and buildings,	\$20,181 53			
Maintenance of motive power and cars,	5,185 53			
Miscellaneous,	29,011 74			
Total operating expenses, being 55 ³ / ₁₀₀ per cent. of earnings, . . .			54,378	80
Net earnings,			\$43,843	31
Earnings per mile of road operated,			\$3,928	88
Expenses per mile of road operated,			2,174	75
Net earnings,			43,843	21

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Philadelphia and Reading Railroad Company's express, they paying $\frac{1}{3}$ of the gross receipts.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$425,900 00
Rate and date of all cash dividends on stock of original
and consolidated companies, 6 per cent.

Number and per cent. of dividends, (one at six per cent.)		
Amount paid in dividends,	\$26,614	00
Balance for the year, or surplus,	\$17,229	31
Surplus at the commencement of the year,	27,339	64
Total surplus,	\$44,568	95
Surplus invested as follows:		
Balance of accounts due company,	\$58,069	30
Material, fuel, and stores,	10,000	00

STATE OF PENNSYLVANIA,)
County of Lehigh, } ss :

Personally appeared before me, Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) JOSHUA HUNT, *President.*
JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me this 18th day of December, A. D. 1879.
R. CLAY HAMMERSLY, *Justice of the Peace.*

R E P O R T
OF THE
Chartiers Railway Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel M. Felton,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
Josiah Bacon,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$800,000	00
Capital stock authorized by votes of company,	800,000	00
Capital stock, amount subscribed,	671,350	00
Capital stock paid in by last report,	648,303	00
Capital stock, total amount now paid in,	648,763	00
Capital stock, number of shares issued,	12,722	00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due October, 1901, bear interest at 7 per cent., which is payable October 1 and April 1,) amount,	\$500,000	00
Total amount now of funded debt,	\$500,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$500,000	00
Funded debt as per last report,	\$500,000	00
Total cash realized from capital stock and debt,	\$1,148,763	00

COST.

Total cost of entire road to date, \$1,122,336 10

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mansfield to Washington,	22 ³ / ₁₀	22 ³ / ₁₀
Length of single main track,	22 ³ / ₁₀	22 ³ / ₁₀
Aggregate length of main line and branches,	22 ³ / ₁₀	22 ³ / ₁₀
Aggregate length of sidings and other track not above enumerated,	2 ³ / ₁₀	2 ³ / ₁₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	25 ⁷ / ₁₀	25 ⁷ / ₁₀

Gauge.

What is the gauge of your lines? 4 feet 9½ inches.

Track.

Miles of iron rail in use, main track, 25.7
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 25
Wooden bridges, number of, 23; aggregate length, 2,290 feet.
Iron bridges, number of, 2; aggregate length, 40 feet.

Stations.

Number of stations on main road: Passenger, 18; freight, 10; total, 28
Number of wood and water stations on main road, 2
Value of real estate held by the company, exclusive of road-way, \$4,402 20
Value of real estate held by the company, exclusive of road-way, in Pennsylvania, 4,402 20

Number of tunnels, 2; aggregate length, 800 feet.
How is track laid, and on what foundation: Cross-ties and stone ballast.
The Chartiers railway is leased to the Pittsburgh, Cincinnati and St. Louis Railway Company, for the term of ninety-nine years from and after January 1, 1872, to whom you are referred for information relative to the operation of the line.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of
issue: 12,722 shares, at \$50, \$636,100 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, G. B. Roberts, president, and James R. McClure, treasurer, of the Chartiers Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true* and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) G. B. ROBERTS, *President.*
JAMES R. MCCLURE, *Treasurer.*

Sworn and subscribed before me this 27th day of January, A. D. 1880.
JONH C. SIMS, Junior, *Notary Public.*

REPORT
OF THE
*Chester and Delaware River Railroad Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicholls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
General offices at 227 South Fourth street, Philadelphia.	

* Much of the information called for by the foregoing blank being required of the lessee company, the word "full," in the above affidavit, is stricken out.

Names of Directors.	Residences.
H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
William Ward,	Chester.

CAPITAL STOCK.

Capital stock authorized by law,	\$10,000	00
Capital stock, amount subscribed,	40,000	00
Capital stock paid in by last report,	39,550	00
Capital stock, total amount now paid in,	39,550	00
Capital stock, number of shares issued, full paid,	790	
Capital stock, amount paid in on each share issued,	5,000	00
Capital stock, par value of each share,	5,000	00

DEBT.

Floating Debt.		
The amount now of floating debt,	\$195,100	99
Floating debt as per last report,	\$195,100	99

COST.

Total cost of entire road to date,	\$220,915	21
Average of same per mile of road laid, 4.1 miles,	53,881	78
Average of same per mile of track laid, 5.9 miles,	37,443	26

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Thurlow to Eddystone,	4 ¹ / ₁₀	
Length of single main track,	4 ¹ / ₁₀	
Aggregate length of main line and branches,	4 ¹ / ₁₀	
Aggregate length of sidings and other track not above enumerated,	1 ¹ / ₁₀	
Aggregate length of main line, branches, leased roads, sidings, and other track,	5 ² / ₁₀	

Gauge.

What is the gauge of your lines? 4 feet, 8½ inches.

Track.

Miles of iron rail in use, (miles of track,) 5.9

Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	8
Wooden bridges, number of, 3 ; aggregate length,	380 feet.
Iron bridges, number of, 1 ; aggregate length,	54 feet.
Wooden trestles, number of, 4 ; aggregate length,	1,123 feet.

Stations.

Number of stations on main road, passenger and freight,	2
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway,	\$30,480 00

How is track laid and on what foundation ? Piling and cross-ties ; gravel and broken stone ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	\$39,550 00
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All returns not here given will be included in the report made by the Philadelphia and Reading Railroad Company, the operators of the road.

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss :

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the Chester and Delaware River Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.
J. Y. HUMPHREY, *Notary Public.*

REPORT
OF THE
Chestnut Hill Railroad Company, for the year ending
December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President,	Philadelphia.
William W. Stephens, Secretary and Treasurer,	Philadelphia.

General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Coffin Colket,	Philadelphia.
Joseph Patterson,	Philadelphia.
William L. Schaffer,	Philadelphia.
Henry M. Phillips,	Philadelphia.
F. B. Gowen,	Philadelphia.
E. H. Weil,	Philadelphia.
H. K. Smith,	Philadelphia.
William W. Colket,	Philadelphia.
A. E. Dougherty,	Philadelphia.
W. S. Wilson,	Chester county.
John Clayton,	Philadelphia.
Joseph C. Audenried,	Washington, D. C.

CAPITAL STOCK.

Capital stock authorized by law,	\$120,650	00
Capital stock authorized by votes of company,	120,650	00
Capital stock, amount subscribed,	120,650	00
Capital stock paid in by last report,	120,650	00
Capital stock, total amount now paid in,	120,650	00
Capital stock, number of shares issued, 2,418		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$120,650	00
Average of same per mile of road laid,	29,284	00
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

<i>Main Line.</i>	<i>MILES.</i>	
	<i>Whole length.</i>	<i>Length in Penn'a.</i>
Length of main line, from Germantown to Chestnut Hill,	4 ¹ / ₈	
Length of single main track,	4 ¹ / ₈	
Length of double main track,	¹ / ₂	

Gauge.

What is the gauge of your line? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 4½

Weight of rail per yard, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4

Wooden bridges, number of, 3; aggregate length, 150 feet.

Stone bridge, 1; length, 50 feet.

Stations.

Number of stations on main road, passenger and freight, 8

Value of real estate held by the company, exclusive of road-way, in Pennsylvania, \$15,505 98

How is track laid and on what foundation? Slag ballast, and cross ties two feet apart.

This road is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety-nine years, from December 1st, 1870, at an annual rent of \$14,478, being twelve per cent. on the capital stock of 2,413 shares, at a par value of \$50 per share, payable quarterly, together with a yearly payment of \$2,000 for the purpose of maintaining the corporate organization of the company.

All questions unanswered in this report should be returned by the lessees.

STOCK AND DIVIDENDS.

Number and per cent. of dividends: Four dividends, of three per cent. each—twelve per cent.—payable on a capital of \$120,650,	\$14,478	00
Amount paid in dividends, (including back dividends,)	14,422	50

STATE OF PENNSYLVANIA,) ss:
County of Philadelphia,)

Personally appeared before me, Coffin Colket, president, and William W. Stephens, treasurer of the Chestnut Hill Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) C. COLKET, *President.*
WILLIAM W. STEPHENS, *Treasurer.*

Affirmed and subscribed before me this 7th day of January, A. D. 1880.
J. P. MAGILL, *Notary Public.*

REPORT

OF THE

Chester Valley Railroad Company, for the year 1879.

OFFICERS.

Names.	Residences.
John F. Gilpin, President,	Philadelphia.
William H. Holstein, Secretary and Treasurer,	Bridgeport, Pa.

Names of Directors.	Residences.
Franklin B. Gowen,	Philadelphia.
Coffin Colket,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.
H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
William H. Holstein,	Bridgeport, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$871,900	00
Capital stock, amount subscribed,	871,900	00
Capital stock paid in by last report,	871,900	00
Capital stock, total amount now paid in,	871,900	00
Capital stock, number of shares issued, 17,438		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May, 1872, bear interest at 7 per cent., which is payable May and November,) amount,	\$500,000	00
Total amount now of funded debt, (unpaid coupons,)	\$500,000	00
Floating Debt.		
The amount now of floating debt,	402,500	00
Funded debt as per last report,	\$500,000	00
Floating debt as per last report,	402,000	00

COST.

Total cost of entire road to date: Stock, \$871,900; loan, \$500,000; unpaid coupons, \$402,500, \$1,774,400 00
Proportion of same for Pennsylvania: All in Pennsylvania.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bridgeport to Downingtown,	21½	21½
Length of single main track,	21½	21½

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 23½
Weight of rail per yard, iron, average, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 58
Wooden bridges, number of, 28; aggregate length, . . . 1,000 feet.
Stone bridges, number of, 26; aggregate length, 1,556 feet.
Wooden trestles, number of, 4; aggregate length, 370 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? East Brandywine railroad, at Downingtown.

Stations.

Number of stations on main road; passenger and freight, 16
Number of wood and water stations on main road, . . . 2
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, about, \$3,000 00
How is track laid, and on what foundation? Stone and gravel.

The Chester Valley railroad is operated by the Philadelphia and Reading Railroad Company, and by them worked as a branch road. It is leased from year to year, and the Chester Valley Company receives, as its portion, forty-five per cent. of the gross receipts. To all unanswered questions, we respectfully refer the Secretary of Internal Affairs to said Philadelphia and Reading Railroad Company.

STATE OF PENNSYLVANIA, }
County of Pennsylvania, } ss:

Personally appeared before me, John F. Gilpin, president, and William H. Holstein, treasurer, of the Chester Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year

ending 31st of December, A. D. 1879, according to the best of their knowl-
edge and belief.
(Signed)

JOHN F. GILPIN, *President.*
WM. H. HOLSTEIN, *Treasurer.*

Sworn and subscribed before me, this 30th day of December, A. D.
1879.
A. H MORGAN, *Notary Public.*

REPORT

OF THE

*Chester Creek Railroad Company, for the year ending
December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Samuel M. Felton, President,	Philadelphia, Pa.
William Ward, Secretary,	Chester, Delaware county, Pa.
General offices at Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
Isaac Hinkley,	Philadelphia, Pa.
David Woelpper,	Chadd's Ford, Delaware county, Pa.
Joseph Bringham,	Wilmington, Del.
Amos Gartside,	Chester, Delaware county, Pa.
Abram P. Morgan,	Village Green, Delaware county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$185,000	00
Capital stock authorized by votes of company,	185,000	00
Capital stock, amount subscribed,	185,000	00
Capital stock paid in by last report,	185,000	00
Capital stock, total amount now paid in,	185,000	00
Capital stock, number of shares issued, 3,700		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1st January, 1903, bear interest at six per cent., which is payable 1st January and 1st July,) amount,	\$185,000	00
Total amount now of funded debt,	\$185,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$6,297	67
The amount now of floating debt,	6,297	67
Total amount now of floating and funded debt,	\$191,297	67
Funded debt as per last report,	\$185,000	00
Floating debt as per last report,	6,297	67
	\$191,297	67
Total cash realized from capital stock and debt,	\$376,297	67

COST.

Total cost of entire road to date,	\$376,297	67
Average of same per mile of road laid,	51,903	12
Proportion of same for Pennsylvania,	51,903	12

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lamokin Junction, Philadelphia, Wilmington and Baltimore railroad, to West Chester Junction. West Chester and Philadelphia railroad,	7¼	7¼
Length of single main track,	7¼	7¼

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of steel rail in use, 7¼
Weight of rail per yard, steel, 52½, 55, & 58 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 10
Wooden bridges, number of, 4; aggregate length, 500 feet.
Iron bridges, number of, 4; aggregate length, 380 feet.
Wooden trestles, number of, 2; aggregate length, 300 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? West Chester and Philadelphia railroad, at junction near Lenni.

Stations.

Number of stations on main road, passenger and freight, . 8
Number of wood and water stations on main road, . . . 1
How is track laid, and on what foundation? Fish-joints, gravel, and stone ballast.

The road is leased to the Philadelphia and Baltimore Central Railroad Company, from January 13, 1868, for nine hundred and ninety-nine years, and is worked by said company as part of its road.

The terms of the lease are, that the Chester Creek Railroad Company is to derive a rent for the use of their road, payable on the 1st of July and 1st of January, to wit: Three per cent. dividend on \$185,000, amount of its capital stock, and three per cent. interest on \$185,000, amount of its bonds, which semi-annual rent amounts to \$11,100.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$185,000 00
Number and per cent. of dividends: 2, 1st January and
1st July, 1879, six per cent., 11,100 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Samuel M. Felton, president, and Henry Wood, treasurer, of the Chester Creek Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) S. M. FELTON, *President.*
H. WOOD, *Treasurer.*

Affirmed and subscribed before me, this 7th day of February, A. D. 1880.
ALBERT HAVERSTICK, *Notary Public.*

REPORT
OF THE
*Colebrookdale Railroad Company, for the year ending
November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joseph L. Bailey, President,	Pine Iron Works, Berks county.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
D. B. Boyer,	Boyertown, Berks county.
John C. Smith,	Pottstown, Montgomery county.
David J. Brown,	Philadelphia.
J. Lowrie Bell,	Philadelphia.
William A. Church,	Philadelphia.
I. V. Williamson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	300,000	00
Capital stock paid in by last report,	297,215	00
Capital stock, total amount now paid in,	297,215	00
Capital stock, number of shares issued, full paid, 5,922		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due June 1, 1898, bear interest at six per cent., which is payable June and December,) amount,	\$600,000	00
Total amount now of funded debt,	\$600,000	00
<i>Floating Debt.</i>		
The amount now of floating debt,	54,432	08
Total amount now of floating and funded debt,	\$654,432	08
Funded debt as per last report,	\$600,000	00
Floating debt as per last report,	28,872	01

COST.

Total cost of entire road to date,	\$667,774	73
Average of same per mile of road laid, $12\frac{1}{6}$ miles,	52,169	90
Average of same per mile of track laid, $14\frac{2}{3}$ miles,	44,817	09

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pottstown to Barto,	12.8	
Length of single main track,	12.8	
Aggregate length of main line and branches,	12.8	
Aggregate length of sidings and other track not above enumerated,	2.8	
Aggregate length of main line, branches, leased roads, sidings, and other track,	14.9	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (miles of track,) 14.9
Weight of rail per yard, (iron,) 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 19
Wooden bridges, number of, 7; aggregate length, 452 feet.
Iron bridges, number of, 1; aggregate length, 25 feet.
Wooden trestles, number of, 11; aggregate length, 2,206 feet.

Stations.

Number of stations on main road, passenger and freight, 9
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 1
Value of real estate held by the company, exclusive of road-way, \$14,108 07
How is track laid, and on what foundation? Cross-ties; broken stone ballast.

MONTHLY EARNINGS FOR THE YEAR.

From all Sources.—(Lease Account.)

MONTHS.	Passengers.		Freight.		Mail.		Miscellaneous.	
December, 1878, .	\$173	68	\$467	64	\$14	93	\$451	10
January, 1879, . .	145	36	462	11	14	93	45	65
February, 1879, .	134	95	500	38	14	93	36	61
March, 1879, . . .	188	71	427	68	14	93	50	74
April, 1879, . . .	203	46	497	02	14	93	41	69
May, 1879,	197	84	657	82	14	93	43	87
June, 1879,	171	24	600	60	14	93	416	58
July, 1879,	181	19	460	37	14	93	10	29
August, 1879, . . .	220	27	511	24	14	93	4	70
September, 1879, .	254	95	511	09	14	93	14	57
October, 1879, . .	208	26	600	17	14	93	11	35
November, 1879, .	209	95	660	04	14	93	9	06
Total,	\$2,289	86	\$6,356	16	\$179	16	\$1,136	21

Total passenger earnings for the year,	\$2,289	86
Total freight earnings for the year,	6,356	16
Total earnings from all other sources,	1,315	37
Total earnings for the year,	\$9,961	39

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.
Extension or alteration of road, \$303 46

EARNINGS.—(Lease Account.)

Passenger transportation, local and through,	\$2,289	86
Freight transportation, local and through,	6,356	16
Mail service,	179	16
All other sources of income,	1,136	21
Total,	\$9,961	30
Expenses of Corporation.		
Contingent expenses,	\$630	81
State tax, capital stock,	17	77
Interest on mortgage bonds,	36,000	00
Total expenses,	\$36,648	58

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$297,215 00

All returns not here given, will be included in the report made by the Philadelphia and Reading Railroad Company, lessees.

Date of lease, January 1, 1870, for twenty years.

Terms of lease, lessees to pay all expenses of operating, and to our company, annually, as rental, thirty per cent of the gross receipts.

STATE OF PENNSYLVANIA,) ss:
County of Philadelphia,)

Personally appeared before me, Joseph S. Bailey, president, and John Welch, treasurer, of the Colebrookdale Railroad Company, who, being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed) JOSEPH L. BAILEY, *President.*
JOHN WELCH, *Treasurer.*

Sworn or affirmed and subscribed before me this 31st day of January, A. D. 1880. J. Y. HUMPHREY, *Notary Public.*

REPORT
OF THE
Columbia and Port Deposit Railroad Company, for the
year ending December 31, 1879.

OFFICERS.

Names.	Residences.
Strickland Kneass, President,	Philadelphia.
James R. McClure, Secretary and Treasurer,	Philadelphia.

General offices at No. 233 South Fourth street, Philadelphia.

Names of Directors.	Residences.
Thomas A. Scott,	Philadelphia.
George B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. N. DuBarry,	Philadelphia.
Wistar Morris,	Philadelphia.
Josiah Bacon,	Philadelphia.
John M. Kennedy,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Alexander Biddle,	Philadelphia.
Joseph Lesley,	Philadelphia.
Jacob Tome,	Port Deposit, Md.
H. M. Phillips,	Philadelphia.
Strickland Kneass,	Philadelphia..

CAPITAL STOCK.

Capital stock authorized by law,	\$1,800,000	00
Capital stock, amount subscribed,	522,000	00
Capital stock paid in by last report,	498,827	11
Capital stock, total amount now paid in,	498,827	11
Capital stock, number of shares issued,	9,942	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1892, bear interest at 7 per cent., which is payable August 1 and February 1,) amount,	\$1,882,000	00
Total amount now of funded debt,	\$1,882,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Outstanding coupons,	\$321,090 00	
The amount now of floating debt,	321,090	00
Total amount now of floating and funded debt,	\$2,203,090	00
Funded debt as per last report,	\$1,882,000	00
Floating debt as per last report,	85,230	67
Total cash realized from capital stock and debt	2,380,827	11

COST.

Total cost of entire road to date, \$1,722,117 93

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Columbia to Port Deposit,	39.6	28.6
Length of single main track,	39.6	28.6
Aggregate length of main line, and branches,	39.4	28.6
Aggregate length of sidings and other track not above enumerated,	2.2	1.1
Aggregate length of main line, branches, leased roads, sidings, and other track,	41.6	29.7

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rails in use, 41.32
Weight of rail per yard, iron, 56 and 64 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 9
Wooden bridges, number of, 8; aggregate length, 845 feet.
Iron bridges, number of, 1; aggregate length, 96 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Reading and Columbia railroad, at Columbia, Pa.

Stations.

Number of stations on main road: Passenger, 20; freight, 20; total, 40
Number of wood and water stations on main road, 3
Value of real estate held by the company, exclusive of roadway, \$32,844 31
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, 10,283 44

How is track laid, and on what foundation? On white oak and chestnut cross-ties and stone ballast, with fish-joint fastenings.

Equipment.

The Pennsylvania Railroad Company operates this line as agent of the Columbia and Port Deposit Railroad Company, and furnish all equipment; said company will therefore return all detail thereof.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$17	75
Total,	\$17	75
Proportion for Pennsylvania,	17	75

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 9,942 shares
at \$50, \$497,100 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the Columbia and Port Deposit Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true * and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) STRICKLAND KNEASS, *President.*
JAMES R. McCLURE, *Treasurer.*

Sworn and subscribed before me this 26th day of January, A. D. 1880.
JOHN C. SIMS, Junior, *Notary Public.*

REPORT
OF THE
Cornwall Railroad Company, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
A. Wilhelm, President,	Cornwall, Pa.
James P. Jackson, Secretary,	Cornwall, Pa.
D. S. Hammond, Treasurer,	Lebanon, Pa.
Josiah Fanck, General Solicitor,	Lebanon, Pa.
Frank Donahue, General Superintendent,	Lebanon, Pa.

* Much of the information called for by the foregoing blank being required of the Pennsylvania Railroad Company, agent, the word "full," in the above affidavit, is stricken out.

General office at Lebanon, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William C. Freeman,	Cornwall, Pa.
Robert H. Coleman,	Cornwall, Pa.
A. Wilhelm,	Cornwall, Pa.
J. P. Jackson,	Cornwall, Pa.
D. S. Hammond,	Lebanon, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock authorized by votes of company,	300,000	00
Capital stock, amount subscribed,	300,000	00
Capital stock paid in by last report,	300,000	00
Capital stock, total amount now paid in,	300,000	00
Capital stock, number of shares issued, 6,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$351,627	07
Average of same per mile of road laid,	47,070	56
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	91,491	84
Average cost of equipment per mile of road operated by company,	12,247	91
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile,	59,318	47
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cornwall to New Lebanon,	7 ⁴⁷ / ₁₀₀	All.
Length of single main track,	7 ⁴⁷ / ₁₀₀	All.
Branches.		
Union Canal branch, from main line to Union Canal, length of single track,	⁸⁰² / ₁₀₀	
North Cornwall Furnace branch, from main line to North Cornwall furnaces, length of single track,	⁴¹⁰⁸ / ₁₀₀	
Cornwall Anthracite branch, from main line to Cornwall anthracite furnaces, length of single track,	²²⁸² / ₁₀₀	
Bird Coleman Furnaces branch, from main line to Bird Coleman furnaces, length of single track,	¹⁷⁷⁴ / ₁₀₀	
Aggregate length of main line and branches,	91 ¹⁸⁰⁷ / ₁₀₀	
Aggregate length of sidings and other track not above enumerated,	³⁸²⁸⁰ / ₁₀₀	
Aggregate length of main line, branches, leased roads, sidings, and other track,	123 ⁷²⁷ / ₁₀₀	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	9 ³ ₅ ² ₈ ² ₈ ² ₈
Miles of steel rail in use,	3 ⁴ ₅ ² ₇ ⁹ ₈ ⁰ ₀
Weight of rail per yard, { Iron,	64 and 68
Steel,	56, 59 and 60

Bridges and Trestles.

Number of bridges and trestles on whole line,	19
Wooden bridges, number of, 7 ; aggregate length,	126 ¹ ₂ feet.
Stone and brick bridges, number of, 7 ; aggregate length,	57 feet.
Iron bridges, number of, 5 ; aggregate length,	109 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? Philadelphia and Reading, Lebanon Valley branch railroad, at Lebanon.

Stations.

Number of stations on main road, freight,	12
Number of stations on branches, freight,	3
Number of engine-houses and shops in Pennsylvania, 2 ; total number of entire road,	2
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road- way,	\$600 00
Value of real estate held by the company, exclusive of road- way in Pennsylvania,	All.
How is track laid, and on what foundation ? Broken lime- stone and furnace cinder.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	2	\$17,000	00
Number of locomotives of more than 30 tons weight,	2	6,500	00
Number of freight cars, { House cars, 1, } total,	19	275	00
Trucks, 18,			
Number of coal, ore, and stone cars,	155	250	00

Average number of cars in freight trains,	70
Average weight of freight trains, including locomotive and tender, in working order,	535 tons.

Employees.

Average number of persons regularly employed by company, including officials,	33
Same in Pennsylvania,	All.

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by freight trains.	21,096
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Number of tons of 2,000 pounds of through freight for the year on main road,	338,177
Number of tons of freight carried one mile,	1,962,652
Number of tons of freight carried one mile in Pennsylvania,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	537,371 ¹ / ₂ ⁸⁸ / ₈₈
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	106,059 ¹ / ₂ ⁸⁸ / ₈₈	Stone,	25,775 ¹ / ₂ ⁸⁸ / ₈₈
Pig iron,	90,763 ¹ / ₂ ⁸⁸ / ₈₈	Other articles,	16,035 ¹ / ₂ ⁸⁸ / ₈₈
Iron and other ores,	288,736 ¹ / ₂ ⁸⁸ / ₈₈		

The Rate per Ton (of 2,000 pounds,) per Mile charged for Freight.

For through freight, per ton per mile,	3 to 5 cents.
For through coal, per ton per mile,	4 cents.
For local freight, per ton per mile,	5 cents.
For local coal, per ton per mile,	3 to 5 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$7,704 93
February, 1879,			7,708 04
March, 1879,			8,809 05
April, 1879,			8,897 76
May, 1879,			10,008 95
June, 1879,			8,251 71
July, 1879,			8,874 03
August, 1879,			10,468 58
September, 1879,			11,417 39
October, 1879,			11,808 41
November, 1879,			11,600 21
December, 1879,			11,827 55
Total,			\$117,376 61
Total freight earnings for the year,			\$117,376 61
Total earnings for the year,			\$117,376 61
Proportion of earnings in Pennsylvania to earnings of whole line: All.			

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight cars, number of, 7,	\$1,640 00
Any other expenditures chargeable to this account,	1,206 30
Total,	\$2,846 30
Proportion for Pennsylvania, All.	

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,810	65
Repairs of bridges,	15	80
Total for maintenance of way,	\$6,826	45
Cost per mile of road kept in repair, including sidings,	541	79
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,430	28
Repairs of freight cars,	2,349	99
All other expenses for maintenance of motive power and cars,	2,470	92
Total for maintenance of motive power and cars,	\$6,251	19
Cost per mile of road operated, including sidings,	\$496	12
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to freight department: Included in cost of maintenance of way and motive power.		
Fuel—number of tons of coal, 1,428 ³ / ₀ ; cost,	\$3,858	85
Oil and waste,	361	69
Taxes,	4,539	01
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	2,676	81
Total miscellaneous,	\$11,433	36
Amount per mile of road operated, including sidings,	\$907	65
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	27,360	30
Total charged to road and equipment,	2,846	30
Expenses per mile of the road operated, including sidings,	2,171	44
Expenses per mile of single track operated, not including sidings,	3,648	04
Expenses per train mile,	1	29
Proportion for Pennsylvania, All.		

EARNINGS.

Freight transportation, local and through,	\$117,376	61
Total,	\$117,376	61
Operating Expenses.		
Maintenance of way and buildings, \$6,832 75		
Maintenance of motive power and cars, 9,091 19		
Miscellaneous, 11,433 36		
Total operating expenses, being 30 ¹ / ₂ per cent. of earnings,	27,360	30
Net earnings,	\$91,016	31
Earnings per mile of road operated, not including sidings,	\$15,650	22
Expenses per mile of road operated, not including sidings,	3,648	04
Net earnings per mile of road operated, not including sidings,	\$12,002	18

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 6,000 shares.
Rate and date of all cash dividends on stock of original
and consolidated companies :
January, eight (8) per centum.
July, sixteen (16) per centum.
Number and per cent. of dividends, two ; eight and sixteen
per cent., \$72,000 00
Amount paid in dividends, 72,000 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	1
Others,
Total,	1

Statement of each Accident.

John Houseman, brakeman, through carelessness, and in disobedience of the conductor's orders, did, on the 1st day of February, 1879, ride on the step of the tank of the engine, at or near Bird Coleman furnace, and came in contact with a switch-lever, throwing him off the step of the tank, and in falling, the wheels of the tank or engine passed over his left hand, crushing it, and rendering amputation necessary.

STATE OF PENNSYLVANIA, }
County of Lebanon, } ss :

Personally appeared before me, A. Wilhelm, president, and D. S. Hammond, treasurer, of the Cornwall Railroad Company, who, being duly sworn do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

A. WILHELM, *President.*
D. S. HAMMOND, *Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1880.
LEWIS REHR, *Notary Public.*

REPORT

OF THE

Connecting Railway Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
Albert Hewson, Secretary and Treasurer,	Philadelphia.

General office at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon,	Philadelphia.
Alexander Biddle,	Philadelphia.
J. N. DuBarry,	Philadelphia.
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
G. B. Roberts,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,900,000	00
Capital stock authorized by votes of company,	1,278,300	00
Capital stock, amount subscribed,	1,278,300	00
Capital stock paid in by last report,	1,278,300	00
Capital stock, total amount now paid in,	1,278,300	00
Capital stock, number of shares issued, 25,566		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
Series A, first mortgage bonds, (due September 15, 1900, bear interest at rate of six per cent, which is payable March 15, and September 15,) amount,	\$193,000	00
Series B, first mortgage bonds, (due September 15, 1901, bear interest at six per cent., which is payable March 15, and September 15,) amount,	199,000	00
Series C, first mortgage bonds, (due September 15, 1902, bear interest at six per cent., which is payable March 15, and September 15,) amount,	200,000	00
Series D, first mortgage bonds, (due September 15, 1903, bear interest at six per cent., which is payable March 15, and September 15,) amount,	199,000	00
Series E, first mortgage bonds, (due September 15, 1904, bear interest at six per cent., which is payable March 15, and September 15,) amount,	200,000	00
Total amount now of funded debt,	\$991,000	00

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$78,288 74	
Total amount now of floating debt,	\$78,288	74
Total amount now of floating and funded debt,	\$1,069,288	74
Funded debt, as per last report,	\$991,000 00	
Floating debt, as per last report,	77,937 17	
Total cash realized from capital stock and debt,	\$2,347,588	74

COST.

Total cost of entire road to date,	\$2,347,588	74
Average of same per mile of road laid,	317,790	92

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Mantua Junction to Frankford Junction,	6.75	6.75
Length of double main track,	6.75	6.75
Aggregate length of main line and branches,	6.75	6.75
Aggregate length of sidings and other track, not above enumerated,	10.02	10.02
Aggregate length of main line, branches, leased roads, sidings, and other track,	23.52	23.52

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of steel rail in use, in main tracks, 13½
Weight of rail per yard, steel, 67 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 15
Stone bridges, number of, 3; aggregate length, 1,050 feet.
Iron bridges, number of, 12; aggregate length, 1,179 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? North Penn railroad, at North Penn Junction; Fifth and Sixth Streets passenger railway, at Philadelphia; Second and Third Streets passenger railway, at Philadelphia.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Richmond branch, Philadelphia and Reading railroad, at Philadelphia; Germantown and Norristown branch, Philadelphia and Reading railroad, at Germantown Junction; Philadelphia and Reading railroad, main line, at Fairmount Park; Junction railroad, at West Philadelphia; Fourth and Eighth Streets passenger railway, at Germantown road; Fifteenth and Thirteenth Streets passenger railway, at Broad street; Ridge Avenue passenger railway, at Ridge avenue; Fourth and Eighth Streets passenger railway, at Girard avenue.

Stations.

Number of stations on main road: Passenger, 3; freight, 4; total, 7

Number of engine-houses and shops in Pennsylvania, 1; total number entire road, 1

Number of wood and water stations on main road, 1

How is track laid, and on what foundation? White oak cross-ties, on stone ballast.

This road is leased and returns are made by the Philadelphia and Trenton Railroad Company, to which company it is leased for nine hundred and ninety-nine years, from January 1, 1868.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Any other expenditures chargeable to this account,	\$351	57
Total,	\$351	57
Proportion for Pennsylvania,	\$351	57

STOCK AND DIVIDENDS.

Amount of common stock now outstanding; 25,566 shares, \$1,278,300 00
Rate and date of all cash dividends on stock of original and consolidated companies: Dividend, June 30, 1879, three per cent., on \$1,278,300, \$38,349; dividend, December 30, 1879, three per cent., \$38,349; total, 1879, . . \$76,698 00

Number and per cent. of dividends: Two dividends, three per cent. each, on \$1,278,300.	.	
Amount paid in dividends,	\$76,698	00

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss:

Personally appeared before me, Thomas A. Scott, president, and Albert Hewson, treasurer, of the Connecting Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct

statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

THOMAS A. SCOTT, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.
JOHN C. SIMS, Junior, *Notary Public.*

REPORT

OF THE

Corning, Cowanesque and Antrim Railway Company,
for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George J. Magee, President,	Watkins, N. Y.
Daniel Beach, Secretary and Treasurer,	Watkins, N. Y.
General offices at Watkins, N. Y.	

<i>Names of Directors.</i>	<i>Residences.</i>
George J. Magee,	Watkins, N. Y.
John Lang,	Watkins, N. Y.
Daniel Beach,	Watkins, N. Y.
Samuel S. Ellsworth,	Penn Yan, N. Y.
Daniel C. Howell,	Bath, N. Y.
Alfred L. Edwards,	Hudson, N. Y.
Henry Sherwood,	Wellsboro', Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock authorized by votes of company,	2,000,000	00
Capital stock amount subscribed, including purchase of C. V. branch,	1,900,000	00
Capital stock paid in by last report,	1,900,000	00
Capital stock, total amount now paid in,	1,900,000	00
Capital stock, number of shares issued, 38,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due July 1, 1885, bear interest at 7 per cent., which is payable January 1 and July 1, each year,) amount,	\$450,000	00
Total amount now of funded debt,	\$450,000	00
Total amount now of floating and funded debt,	\$450,000	00
Funded debt as per last report, \$500,000		

COST.

Total cost of entire road to date,	\$1,900,000	00
Average of same per mile of road laid,	29,687	50
Proportion of same for Pennsylvania, (stock of roads in Pennsylvania consolidated,)	1,300,000	00
Total cost of entire equipment,	500,000	00
Average cost of equipment per mile of road operated by company: Equipment is used by lessees, who furnish additional equipment, and report as to all of it.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Corning, New York, to Antrim, Pennsylvania,	58	37.36
Length of single main track,	53	37.36
Branches.		
Cowanisque Valley branch, from Lawrenceville to Elkland,	11	11
Aggregate length of main line and branches,	11	11
Aggregate length of sidings and other track not above enumerated,	64	48.36
Aggregate length of main line, branches, leased roads, sidings, and other track,	8.11	
	72.11	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches, and third rail, 6 feet gauge in New York State.

Track.

Miles of iron rail in use, 54
Miles of steel rail in use, 10 in New York.
Weight of rail per yard, iron and steel, 59 and 62 lbs.

Bridges and Trestles.

Wooden bridges, number of, 6; aggregate length, 568 feet.
Iron bridges, number of, 2; aggregate length, 264 feet.

Stations.

Number of stations on main road, passenger and freight, 11
Number of stations on branches, passenger and freight, 2
Number of engine-houses and shops in Pennsylvania, 2
Number of water stations on main road, 8

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$41,233 71

How is track laid, and on what foundation? Hard wood and hemlock ties, on road-bed of gravel; rail-joints are fish plates.

STOCK AND DIVIDENDS.

Amount of preferred stock. \$500,000 preferred stock on account of Blossburg and Corning railroad, consolidated.
Amount of common stock now outstanding, \$1,400,000 00

Number and per cent. of dividends and amount paid in dividends:		
Two dividends, 3½ per cent. each,	\$133,000	00
Balance for the year, or surplus,	8,530	79
Surplus at the commencement of the year,	8,530	79
Total surplus,	8,530	79
Balance of accounts due company,	8,530	79

STATE OF NEW YORK, }
County of Schuylcr, } 88:

Personally appeared before me, George J. Magee, president, and Daniel Beach, treasurer, of the Corning, Cowanesque, and Antrim Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

GEO. J. MAGEE, *President.*

DANIEL BEACH, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.

L. B. ROBINSON, *Notary Public.*

REPORT

OF THE

*Cumberland Valley Railroad Company, for the year
ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas B. Kennedy, President,	Chambersburg, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.
O. N. Lull, Chief Engineer,	Chambersburg, Pa.
J. F. Boyd, Superintendent,	Chambersburg, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas C. Kennedy,	Chambersburg.
Frederick Watts,	Carlisle.
Thomas A. Biddle,	Philadelphia.
Thomas A. Scott,	Philadelphia.
Wistar Morris,	Philadelphia.
Josiah Bacon,	Philadelphia.
Edmund Smith,	Philadelphia.
George B. Roberts,	Philadelphia.
Strickland Kneass,	Philadelphia.
John Stewart,	Chambersburg.
D. O. Gehr,	Chambersburg.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,110,000	00
Capital stock, amount subscribed,	1,777,850	00
Capital stock paid in by last report,	1,777,850	00
Capital stock, total amount now paid in,	1,777,850	00
Capital stock, number of shares issued,	35,557	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1904, bear interest at eight per cent., which is payable April 1 and October 1,) amount,	\$166,000	00
Second mortgage bonds, (due April 1, 1908, bear interest at eight per cent., which is payable April 1 and October 1,) amount,	109,500	00
Common bonds, (due January 1, 1884, bear interest at . . . per cent., which is payable April 1 and October 1,) amount,	81,800	00
Total amount now of funded debt,	\$352,300	00
Total amount now of floating and funded debt,	352,300	00
Funded debt as per last report,	\$352,300	00
Floating debt as per last report,	352,300	00

COST.

Total cost of entire road to date, \$1,887,465 95

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Potomac river,	82 ³ / ₁₀	68 ³ / ₁₀
Length of single main track,	76 ¹ / ₁₀	62 ³ / ₁₀
Length of double main track,	6 ¹ / ₁₀	6 ¹ / ₁₀
Leased Roads.		
Dillsburg and Mechanicsburg railroad, { Length of road,	7 ⁷ / ₁₀	7 ⁷ / ₁₀
from Dillsburg Junction to Dillsburg, { Length of single track,	7 ⁷ / ₁₀	7 ⁷ / ₁₀
Southern Pennsylvania railroad, from { Length of road,	23 ³ / ₁₀	23 ³ / ₁₀
South Pennsylvania Junction to Rich- { Length of single track,	23 ³ / ₁₀	23 ³ / ₁₀
ore mines, including branch to Mer- cersburg, 2 ³ / ₁₀ miles,		
Martinsburg and Potomac railroad, from { Length of road,	11 ³ / ₁₀	
Potomac river to Martinsburg, { Length of single track,	11 ³ / ₁₀	
Aggregate length of main line and branches,	82 ³ / ₁₀	68 ³ / ₁₀
Aggregate length of leased roads,	42 ³ / ₁₀	31 ³ / ₁₀
Aggregate length of sidings and other track not above enumerated,	13 ³ / ₁₀	12 ³ / ₁₀
Aggregate length of main line, branches, leased roads, sidings and other track,	138 ³ / ₁₀	111 ³ / ₁₀

Gauge.

What is the gauge of your lines, 4 feet 9 inches.

Track.

Miles of iron rail in use, 96.2

Miles of steel rail in use,	48.4
Weight of rail per yard, { Iron,	50 and 56 lbs.
Steel,	56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	11
Wooden bridges, number of, 2; aggregate length,	4,251 feet.
Stone bridges, number of, 4; aggregate length,	100 feet.
Iron bridges, number of, 5; aggregate length,	1,728 feet

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Northern Central railroad, at Bridgeport; Harrisburg and Potomac railroad crossing Dillsburg road, at Harrisburg and Potomac Junction.

Stations.

Number of stations on main road : Passenger, 26; freight, 26; total,	30
Number of stations on leased roads : Passenger, 18; freight, 12; total,	18
Number of engine-houses and shops in Pennsylvania, 6; total number entire road,	8.
Number of wood and water stations on main road,	8
Number of wood and water stations on leased roads,	4
Value of real estate held by the company, exclusive of road-way, embracing depots, shops, buildings, &c.,	\$100,000 00
How is track laid, and on what foundation? White oak ties, stone ballast.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	4		
Number of locomotives of more than 20 tons weight,	14		
Number of locomotives of more than 10 tons weight,	8		
Number of first-class passenger cars,	22	\$3,850	00
Number of second-class passenger cars,	3	2,000	00
Number of baggage, mail, and express cars,	5	1,500	00
Number of freight cars,	134		
Number of coal, ore, and stone cars,	109		
Number of caboose cars,	8		

Average number of cars in passenger trains, including baggage cars,	3.2
Average number of eight wheel cars in freight trains on main line and leased roads,	15
Average weight of passenger trains, including locomotive and tender, in working order,	70 tons.
Average weight of freight trains, including locomotive and tender, in working order,	250 tons.

Employees.

Average number of persons regularly employed by company, including officials,	280
Same in Pennsylvania,	260

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	191,129
Number of miles run by freight trains,	135,024
Number of passengers to and from foreign roads for the year on main road,	11,160
Number of passengers (all classes) carried in cars,	323,045
Number of passengers carried one mile,	5,807,889
Number of passengers carried one mile in Pennsylvania,	5,278,513
Number of tons of 2,000 pounds of through freight for the year on main road,	9,188
Number of tons of freight carried one mile,	12,485,385
Number of tons of freight carried one mile in Pennsylvania,	11,943,889
Gross amount of tonnage for the year, (2,000 pounds per ton,)	374,172
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	24
Average rate of speed adopted by express trains, including stops, (miles per hour,)	24
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	19,367	July, 1879,	40,922
February, 1879,	15,108	August, 1879,	58,484
March, 1879,	19,499	September, 1879,	30,325
April, 1879,	21,321	October, 1879,	32,978
May, 1879,	19,101	November 1879,	19,522
June, 1879,	24,023	December, 1879,	22,395

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	96,535	Stone, lime, and brick,	3,212
Bituminous coal and coke,	17,997	Agricultural products,	54,820
Petroleum and other oils,	1,519	Merchandise and manufactures,	67,850
Pig iron,	13,886	Live stock,	8,572
Railroad iron,	1,479	Lumber,	84,118
Other iron or castings,	7,244	Other articles,	2,586
Iron and other ores,	64,354		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
First-class way passengers,	3 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, approximate average, per ton per mile, about,	2 cents.
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For through coal, approximate average, per ton per mile, about,	1½ cents.
For local freight, approximate average, per ton per mile, about,	3 cents.
For local coal, approximate average, per ton per mile, about,	2¼ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$10,764 21
February, 1879,			8,492 04
March, 1879,			11,132 55
April, 1879,			11,448 81
May, 1879,			10,950 06
June, 1879,			11,431 18
July, 1879,			15,071 00
August, 1879,			18,594 40
September, 1879,			14,259 29
October, 1879,			16,783 37
November, 1879,			11,073 50
December, 1879,			12,421 68
Total,			\$152,422 09

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$25,256 33
February, 1879,			22,902 86
March, 1879,			26,120 74
April, 1879,			24,523 60
May, 1879,			23,301 75
June, 1879,			23,439 66
July, 1879,			18,692 21
August, 1879,			23,251 53
September, 1879,			31,570 47
October, 1879,			31,422 66
November, 1879,			23,935 66
December, 1879,			26,516 31
Total,			\$300,933 78

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . .	\$526	53	\$550	73	\$418	77	\$1,496	03
February, 1879, .	526	53	512	30	37	49	1,076	32
March, 1879, . . .	526	53	624	76	471	20	1,622	49
April, 1879, . . .	526	53	633	00	28,781	74	29,941	27
May, 1879,	526	53	646	93	64	85	1,238	31
June, 1879,	526	53	767	87	335	91	1,630	31
July, 1879,	526	53	569	26	92	74	1,188	53
August, 1879, . . .	526	53	672	64	113	43	1,312	60
September, 1879, .	526	53	927	61	113	09	1,567	23
October, 1879, . .	526	53	807	38	171	52	1,505	43
November, 1879, .	526	53	908	78	296	43	1,731	74
December, 1879, .	886	42	1,025	87	4,019	30	4,912	45
Total,	\$6,678	25	\$8,647	13	\$34,916	47	\$49,222	71
Total passenger earnings for the year,							\$152,422	09
Total freight earnings for the year,							300,933	78
Total earnings from all other sources,							49,222	17
Total earnings for the year,							\$502,578	58
Total receipts from all sources on whole length of line,							\$502,578	58
Proportion of earnings in Pennsylvania to earnings of whole line, . .							416,772	48

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$43,980	57
New iron rails,	1,730	85
New steel rails,	5,746	83
Repairs of bridges,	1,913	48
Repairs of buildings and fixtures,	2,850	54
All other expenses for maintenance of way,	4,841	06
Total for maintenance of way,	\$61,072	33
Cost per mile of road kept in repair,	\$744	78
Proportion for Pennsylvania,	50,645	31

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$6,461	24
Repairs of machinery,	904	34
Repairs of passenger, baggage, and mail cars,	16,784	26
Repairs of freight cars,	24,827	04
All other expenses for maintenance of motive power and cars,	6,639	21
Total for maintenance of motive power and cars,	\$55,616	09
Cost per mile of road operated,	678	24
Proportion for Pennsylvania,	46,120	66

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$31,231	06
Salaries, wages, and incidentals chargeable to freight department, . .	48,519	32
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	2,542	90
Fuel—number of cords of wood, 333; cost,	2,601	72
Fuel—number of tons of coal, 4,576; cost,	14,736	29
Oil and waste,	1,108	38
Damages for injuries to persons,	5,350	00
Damages for loss of goods and baggage,	204	06
Taxes,	23,156	78
Insurance,	788	75
Telegraph expenses,	2,053	14
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	11,487	66
Total miscellaneous,	\$143,780	06
Amount per mile of road operated,	\$1,753	41
Proportion for Pennsylvania,	119,132	22
Total expenditures for operating the road,	260,468	48
Expenses per mile of the road operated,	3,176	44
Expenses per mile of single track operated, not including sidings, . .	2,959	87
Expenses per train mile,		91 ³³ ₁₀₆
Proportion for Pennsylvania,	215,998	26

EARNINGS.

Passenger transportation, local and through,	\$152,422	09
Freight transportation, local and through,	300,933	78
Mail service,	6,678	42
Express service,	8,647	13
Rents,	2,130	66
All other sources of income,	32,735	81
Total,	\$503,597	72
Operating Expenses.		
Maintenance of way and buildings,	\$61,072	33
Maintenance of motive power and cars,	55,616	09
Miscellaneous,	143,780	06
Total operating expenses and taxes, being 51 ⁷² ₁₀₀ per cent. of earn- ings,	260,468	48
Net earnings,	\$243,129	24
Earnings per mile of road operated,	\$6,141	43
Expenses per mile of road operated,	3,176	44
Net earnings,	2,964	99

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams express, at a rate per hundred pounds, according to distance.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$6,678 42 per annum for transporting mail on main line and branches.

STOCK AND DIVIDENDS.

Amount of preferred stock :	
First preferred stock,	\$241,900
Second preferred stock,	243,000
	<u>\$484,900 00</u>
Amount of common stock now outstanding,	1,292,950 00
Total,	<u><u>\$1,777,850 00</u></u>

Rate and date of all cash dividends on stock of original and consolidated companies : 1879, January 1, quarterly dividend, 2½ per cent., \$44,446 25 ; April 1, \$44,446 25 ; July 1, \$44,446 25 ; October 1, \$44,446 25 ; total dividends paid in 1879, \$177,785.

Amount paid in dividends,	\$177,785	00
Balance for the year, or surplus,	\$38,796 24	
Surplus at the commencement of the year,	546,210 49	
Total surplus,	<u>585,006</u>	<u>73</u>
Surplus invested as follows:		
Cash on hand 31st December, 1879,	\$156,714	18
Balance of accounts due company,	83,785	47
Material, fuel, and stores,	58,299	04

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		14				14
Employés,						
Others,			2	1	2	1
Total,		14	2	1	2	15

Statement of each Accident.

February 10, 1879. Mr. William McCune, crossing track one mile west of Oakville, was struck by passenger train, and fatally injured. Miss Davis, who was in buggy with him, was also injured.

February 24, 1869. While shifting passenger train, at Chambersburg, a coach left the track at switch, and turned over on its side down a slight embankment. Hiram Bixler had a leg broken; Reverend Robert Stewart, D. D., arm broken; George J. Boltzley, rib broken; and the following passengers more or less injured: B. F. Snively, wife, and child; Mrs. Mary Doyle, Miss Miller, Benjamin Snively, Mrs. J. H. Stewart, Mrs. L. Smith, Charles and Maud Davidson, and D. D. Fickes.

May 10, 1879. Ralph Williams, colored boy, in attempting to jump on car while shifting it, at Martinsburg, West Virginia, fell under the car, and was killed.

STATE OF PENNSYLVANIA,)
County of Cumberland, } ss :

Personally appeared before me, Thomas B. Kennedy, Esquire, president, and Edward M. Biddle, Esquire, treasurer, of the Cumberland Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st December, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) THOMAS B. KENNEDY, *President.*
E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me this 28th day of February, A. D. 1880.
J. M. ALLEN, *Notary Public.*

REPORT

OF THE

Cleveland and Pittsburgh Railroad Company, for the
year ending November 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. M. McCullough, President,	Pittsburgh. Pa.
George A. Ingersoll, Secretary and Treasurer,	Cleveland, Ohio.
<i>Names of Directors.</i>	<i>Residences.</i>
J. N. McCullough,	Pittsburgh.
B. F. Jones,	Pittsburgh.
Thomas A. Scott,	Philadelphia.
August Belmont,	New York.
S. J. Tilden,	New York.
Charles Lanier,	New York.
Francis T. Walker,	New York.
William Bucknell,	Philadelphia.
E. A. Fergusson,	Cincinnati, Ohio.
J. V. Painter,	Cleveland, Ohio.
James F. Clark,	Cleveland, Ohio.
R. P. Ranney,	Cleveland, Ohio.

CAPITAL STOCK.

Capital stock authorized by law,	\$11,253,500	00
Capital stock paid in by last report.	11,232,850	00
Capital stock, total amount now paid in,	11,283,200	00
Capital stock, number of shares issued.	224,664	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Second and third mortgage bonds, part due, (redemption provided for,) amount,	\$5,500	00
Fourth mortgage bonds, (due January 1, 1892, bear interest at six per cent., which is payable January 1 and July 1,) amount,	1,096,000	00
Fourth mortgage bond scrip,	8,843	63
Consolidated mortgage bonds of 1900, (due November 1, 1900, bear interest at seven per cent., which is payable May 1 and November 1,) amount,	2,561,000	00
Construction and equipment bonds, (due January 1, 1913, payable January 1 and July 1,) amount,	1,407,000	00
Total amount now of funded debt,	\$5,078,343	63
Total amount now of floating and funded debt,	\$5,078,343	63
Funded debt as per last report,	\$5,059,343	63
Total cash realized from capital stock and debt,	\$16,311,548	63

COST.

Total cost of entire road to date,	\$13,064,719	62
Average of same per mile of road laid,	66,066	85
Proportion of same for Pennsylvania,	991,002	75
Total cost of entire equipment,	3,551,151	90
Average cost of equipment per mile of road operated by company,	17,957	78
Proportion of same for Pennsylvania,	269,366	70
Cost of road and equipment per mile,	84,024	63
Proportion of same for Pennsylvania,	1,260,369	45

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cleveland to Rochester, 97 ⁶⁰ / ₁₀₀ ; and to Yellow Creek, Ohio, to Belleair, Ohio, 68 ²⁷ / ₁₀₀ ,	166 ⁸⁷ / ₁₀₀	15
Length of single main track,	162 ⁸⁵ / ₁₀₀	15
Length of double main track,	3 ²² / ₁₀₀	
Branches.		
Tuscarawas branch, from Bayard, Ohio, } Length of branch, . . .	31 ¹⁸ / ₁₀₀	
to New Philadelphia, Ohio, } Length of single track,	31 ¹⁸ / ₁₀₀	
Leased Roads.		
Joint occupancy of P., F. W. and C. Rail- } Length of road,	25 ⁸⁸ / ₁₀₀	
way, branch, from Rochester Pa., to } Length of double track,	25 ⁸⁸ / ₁₀₀	
Pittsburgh, Pa.,		
Aggregate length of main line and branches,	197 ⁷⁸ / ₁₀₀	15
Aggregate length of leased roads,	25 ⁸⁸ / ₁₀₀	25 ⁸⁸ / ₁₀₀
Aggregate length of sidings and other track not above enumer- ated,	64	9 ²¹ / ₁₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	287 ⁴⁰ / ₁₀₀	49 ⁸⁰ / ₁₀₀

Gauge.

What is the gauge of your lines? 4 feet 9 inches
8 RAILROAD REPORT.

Track.

Miles of iron rail in use,	154
Miles of steel rail in use,	107 ⁷⁸ / ₁₀₀
Weight of rail per yard, steel,	60 ponnds.

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: Declared February 1, 1879, seven per cent., \$11,213,700; and ten per cent. on \$19,150, payable March 1, 1879. May 10, 1879, seven per cent., \$11,213,750; and ten per cent. on \$19,100, payable June 1, 1879. August 10, 1879, seven per cent., \$11,214,200; and ten per cent. on \$18,800, payable September 1, 1879. November 10, 1879, seven per cent., \$11,214,550; and ten per cent. on \$18,650, payable December 1, 1879.

Amount paid in dividends,	\$786,937 02
Paid to sinking fund,	71,705 00

The lessor receives from the lessee the amount necessary to meet the current guaranteed dividends and coupon interest.

STATE OF OHIO,)
Cuyahoga County,) ss:

Personally appeared before me, G. A. Ingersoll, treasurer of the Cleveland and Pittsburgh Railrcad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of his knowledge and belief.

(Signed) G. A. INGERSOLL, *Treasurer.*

Sworn and subscribed before me this 2d day of February, A. D. 1880.
L. P. CARR, *Notary Public.*

REPORT

OF THE

Lessee of the Cleveland and Pittsburgh Railroad for the
year ending December 31, 1879.

OFFICERS OF THE PENNSYLVANIA COMPANY.		
Names.		Residences.
Thomas A. Scott, President,		Philadelphia.
J. N. McCullough, First Vice President,		Pittsburgh.
William Thaw, Second Vice President,		Pittsburgh.
Thomas D. Messler, Third Vice President and Comptroller,		Pittsburgh.
J. D. Layng, General Manager,		Pittsburgh.
C. S. Sims, Secretary,		Philadelphia.
W. H. Barnes, Treasurer,		Pittsburgh.
J. T. Brooks, General Counsel,		Pittsburgh.
F. Slataper, Chief Engineer,		Pittsburgh.
William Stewart, General Freight Agent,		Pittsburgh.
F. R. Myers, General Passenger and Transfer Agent,		Chicago, Ill.

CHARACTERISTICS OF ROAD.		
Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cleveland, Ohio, to Rochester, Pa., and Yellow Creek to Belleair, Ohio,	166.47	15
Length of single main track,	162.88	15
Length of double main track,	3.72	
Branches.		
Tuscarawas branch,	Length of branch,	31.13
	Length of single track,	31.13
Leased Roads.		
Joint occupancy of Pittsburgh, Fort Wayne and Chicago Railway Company, from Rochester, Pa., to Pittsburgh, Pa.,	Length of road,	25.85
	Length of double track,	25.85
Aggregate length of main line and branches,	197.25	15
Aggregate length of leased roads,	25.85	25.85
Aggregate length of sidings and other track, not above enumerated,	64	9.26
Aggregate length of main line, branches, leased roads, sidings, and other track,	287.40	49.90

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 154

Miles of steel rail in use,	107.75
Weight of rail per yard, { Iron,	60 pounds.
{ Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	84
Wooden bridges, number of, 58; aggregate length, . . .	5.480 feet.
Stone bridges, number of, 13; aggregate length,	1,560 feet.
Iron bridges, number of, 10; aggregate length,	773 feet.
Wooden trestles, number of, 3; aggregate length,	761 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Lake Erie railroad, at Beaver, Pennsylvania.

Stations.

Number of stations on main road: Passenger, 11; combined, 32; freight, 5; total,	48
Number of stations on branches, passenger and freight combined,	8
Number of stations on leased roads: Passenger, 4; freight, 5; total,	9
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	4
Number of wood and water stations on main road, . . .	22
Number of wood and water stations on branches,	3
Number of tunnels, 1; aggregate length,	1,010 feet.

How is track laid, and on what foundation? T rail, cross-ties, gravel and cinder superstructure.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	53		
Number of locomotives of more than 20 tons weight,	44		
Number of first-class passenger cars,	88	\$3,875	00
Number of second-class passenger cars,	5	1,200	00
Number of baggage, mail, and express cars,	22	1,438	00
Number of freight cars: House cars,	600	780	00
Number of coal, ore, and stone cars,	2,370	586	00
Number of caboose cars,	46	1,060	00

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	19
Average weight of passenger trains, including locomotive and tender, in working order,	108 tons.
Average weight of freight trains, including locomotive and tender, in working order,	344 tons.

Employees.

Average number of persons regularly employed by company, including officials,	1,541
Same in Pennsylvania,	148

DOINGS OF THE YEAR.

Transportation and total Miles run.

Number of miles run by passenger trains,	529,317
Number of miles run by freight and coal trains,	1,512,642
Number of through passengers for the year on main road,	32,993
Number of passengers, (all classes,) carried in cars,	690,398
Number of passengers carried one mile,	16,666,788
Number of passengers carried one mile in Pennsylvania,	3,645,661
Number of tons of 2,000 pounds of through freight for the year on main road,	591,459
Number of tons of freight carried one mile,	164,675,804
Number of tons of freight carried one mile in Pennsylvania,	28,146,538
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,810,187
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	43,600	July, 1879,	64,454
February, 1879,	42,463	August, 1879,	76,642
March, 1879,	55,509	September, 1879,	68,097
April, 1879,	46,106	October, 1879,	70,800
May, 1879,	53,439	November, 1879,	54,521
June, 1879,	51,217	December, 1879,	63,550

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal,	911,085	Stone and lime,	52,806
Petroleum and other oils,	33,137	Agricultural products,	61,647
Pig iron,	65,558	Merchandise and manufactures,	188,957
Railroad iron,	13,227	Live stock,	19,626
Other iron or castings,	28,915	Lumber,	79,814
Iron and other ores,	308,483	Other articles,	46,937

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	1 ⁶⁸ / ₁₀₀ cents.
For first-class way passengers,	3 ²⁵ / ₁₀₀ cents

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

One and twenty hundredth cents per ton per mile is the net average of our rate for through and local business for the year, including coal.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$5,017	12	\$21,558	60	\$26,575	72
February, 1879,	5,647	48	20,062	38	25,709	81
March, 1879,	7,574	76	25,484	19	33,058	95
April, 1879,	6,584	44	25,379	78	31,964	17
May, 1879,	7,778	86	26,740	27	34,519	13
June, 1879,	7,886	03	26,487	04	34,323	07
July, 1879,	10,983	91	30,931	68	41,915	59
August, 1879,	9,335	08	38,349	97	47,685	05
September, 1879,	10,650	44	36,543	25	47,193	69
October, 1879,	9,376	03	36,452	58	45,828	61
November, 1879,	7,128	07	26,720	43	33,848	50
December, 1879,	6,984	80	29,476	05	36,460	35
Total,	\$94,946	52	\$344,136	12	\$439,082	64

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$51,888	43	\$76,330	97	\$128,219	40
February, 1879,	47,884	44	69,541	72	117,426	16
March, 1879,	51,570	46	70,360	19	121,930	65
April, 1879,	47,624	93	79,001	03	126,625	96
May, 1879,	63,878	71	90,077	25	153,455	96
June, 1879,	61,013	07	99,268	84	160,281	91
July, 1879,	77,388	31	88,385	63	165,773	94
August, 1879,	73,525	55	89,275	08	162,800	63
September, 1879,	74,998	08	106,946	64	181,944	72
October, 1879,	71,969	82	108,790	86	180,760	68
November, 1879,	81,964	99	106,903	21	188,868	20
December, 1879,	81,678	76	112,737	43	194,416	19
Total,	\$784,885	55	\$1,097,618	85	\$1,882,504	40

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1879,	\$2,144	68	. . . . .	. .	\$4,831	64	\$6,976 32
February, 1879,	2,144	68	3,243	79	4,150	07	9,538 54
March, 1879,	2,144	68	1,660	03	4,310	62	8,115 33
April, 1879,	2,144	68	2,290	04	1,659	98	6,094 70
May, 1879,	2,144	68	3,450	48	2,571	88	8,167 04
June, 1879,	2,144	68	3,194	89	1,821	89	7,161 46
July, 1879,	2,144	68	2,222	77	3,075	91	7,443 36
August, 1879,	2,144	68	2,288	32	2,799	20	7,232 20
September, 1879,	2,144	68	2,724	21	2,777	96	7,646 85
October, 1879,	2,144	68	3,285	77	2,797	17	8,227 62
November, 1879,	2,144	68	2,978	41	1,834	57	6,957 66
December, 1879,	2,144	68	3,057	29	3,800	00	9,001 97
Total,	\$25,736	16	\$30,396	00	\$36,430	89	\$92,563 05

Total passenger earnings for the year,	\$439,082	64
Total freight earnings for the year,	1,882,504	40
Total earnings from all other sources,	92,563	05
Total earnings for the year,	\$2,414,150	09
Proportion of earnings in Pennsylvania to earnings of whole line, . .	439,133	90

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Any other expenditures chargeable to this account,	\$55,912	66
Total,	\$55,912	66
Proportion for Pennsylvania,	\$4,854	42

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$167,777	04
New iron and steel rails,	18,629	30
Repairs of bridges,	56,694	83
Repairs of buildings and fixtures,	20,602	44
Repairs of fences,	5,043	83
All other expenses for maintenance of way,	13,090	65
Total for maintenance of way,	\$281,838	09
Cost per mile of road kept in repair,	\$1,261	58
Proportion for Pennsylvania,	51,283	21

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$67,074	15
Repairs of machinery,	3,860	54
Repairs of passenger, baggage, and mail cars,	19,098	55
Repairs of freight cars,	110,314	04
All other expenses for maintenance of motive power and cars,	16,169	58
Total for maintenance of motive power and cars,	\$216,516	86
Cost per mile of road operated,	\$969	18
Proportion for Pennsylvania,	39,397.	13

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$118,482	99
Salaries, wages, and incidentals chargeable to freight department,	368,551	95
Wages of switchmen, signal-men, gate-keepers, and watchmen,	42,397	69
Fuel—number of cords of wood, 6,534; cost,	10,152	36
Fuel—number of tons of coal, 49,595; cost,	59,757	88
Oil and waste,	13,107	24
Damages for injuries to persons,	3,083	41
Damages for cattle killed or injured,	2,651	57
Damages for loss of goods and baggage,	1,108	86
Taxes,	68,922	81
Telegraph expenses,	19,993	47
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	60,007	04
Total miscellaneous,	\$766,217	27
Amount per mile of road operated,	\$3,429	35
Proportion for Pennsylvania,	139,408	13
Total expenditures for operating the road,	1,264,572	22
Total charged to road and equipment,	55,912	66
Expenses per mile of the road operated,	5,660	11
Expenses per mile of single track operated, not including sidings,	5,002	46
Expenses per train mile,		⁵² 100
Proportion for Pennsylvania,	230,083	47

EARNINGS.

Passenger transportation, local,	\$94,946 52	} Total,	\$439,082	64
Passenger transportation, through,	344,136 12			
Freight transportation, local,	\$784,885 55	} Total,	1,892,504	40
Freight transportation, through,	1,097,618 85			
Mail service,			25,736	16
Express service,			30,396	00
All other sources of income,			36,430	89
Total,			\$2,414,150	09
Operating Expenses.				
Maintenance of way and buildings,	\$281,838 09			
Maintenance of motive power and cars,	216,516 86			
Miscellaneous,	766,217 27			
Pittsburgh, Fort Wayne and Chicago railway account,				
rental of joint track,	102,148 26			
Total operating expenses, being 52 ⁴⁰ / ₁₀₀ per cent. of earnings,			1,866,720	48
Net earnings,			\$1,047,429	61
Amount received from Pittsburgh, Fort Wayne and Chicago railway account, joint earnings,	\$233,481 93			
Less amount joint expenses connected therewith,	40,070 77			
			193,361	16
			\$1,240,790	77
Earnings per mile of road operated,			\$10,806	40
Expenses per mile of road operated,			6,117	84
Net earnings,			4,688	58

Earnings and expenses are made up from eleven months actual and one month (December) estimated.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Union Express. It pays forty per cent. of gross receipts from general business, and seventy per cent. on carriage of oysters.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? The Union Line, owned by Pennsylvania Company itself.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$25,736 19 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	1
Others,	2	4	2	4
Total,	2	5	2	5

Statement of each Accident.

February 17, 1879. William Grier, Pittsburgh, other; fell under train while getting off; left leg crushed, making amputation necessary.

June 12. Miles McPatten, Allegheny, other; fell from train while getting off; cut his head badly.

June 18. William Merriman, Allegheny, other; fell under train; right arm crushed, rendering amputation necessary.

July 22. John Newell, Allegheny, other; struck by yard engine, while sitting on the track, and killed.

August 30. Harry Clark, other; run over in Penn street yard, Pittsburgh, and killed.

September 16. Lewis Jones, Manchester, other; yard train ran over his ankle, making amputation necessary.

October 19. Charles Butsler, Manchester, brakeman; had hand seriously injured while making coupling.

STATE OF PENNSYLVANIA, }
 County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, third vice president of the Pennsylvania Company, operating the Cleveland and Pittsburgh railroad, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of his knowledge and belief.

THOS. D. MESSLER, *Third Vice President.*

Sworn and subscribed before me, this 4th day of February, 1880.

FRANK SEMPLE, *Notary Public.*

STATE OF OHIO, }
 County of Cuyahoga, } ss:

Personally appeared before me, James Instan, auditor, of the Pennsylvania Company, operating the Cleveland and Pittsburgh railroad, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

JAS. INSTAN, *Auditor.*

Sworn and subscribed before me, this 2d day of February, A. D. 1880.

L. P. CARR, *Notary Public.*

R E P O R T.

OF THE

*Danville and Shamokin Railroad Company, for the
 year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Benjamin G. Welch, President,	Riverside, Northumberland county, Pa.
J. S. Bailey, Secretary and Treasurer,	Riverside, Northumberland county, Pa.
O. H. Ostrander, Chief Engineer,	Riverside, Northumberland county, Pa.
General offices at Riverside, Northumberland county, Pa.	

Names of Directors.	Residences.
Benjamin G. Welch,	Riverside, Pa.
Joseph Welch,	Philadelphia.
C. William Woddrop,	Philadelphia.
Thomas B. Reeves,	Philadelphia.
J. S. Bailey,	Riverside, Pa.
Samuel Bailey,	Danville, Pa.
Jabez Wilkes,	Riverside, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock, total amount now paid in,	20,000	00
Capital stock, number of shares issued,	No certificates issued.	
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Total cash realized from capital stock and debt, \$20,000 00

COST.

Total cost of entire road to date, \$20,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from junction with Shamokin division of N. C. railway, to junction with P. and R. railroad, at Danville, Length of single main track laid,	about 8 about 100	yards.
Branches. Glendower branch, from main line to Grove Bros., length of single track,	about 200	yards.

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Bridges and Trestles.

Wooden bridges, number of, 1 constructed; aggregate length, 54 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Delaware, Lackawanna and Western railroad, at Danville.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Sunbury, Hazleton and Wilkes-Barre railroad, near Danville, under.

STATE OF PENNSYLVANIA, }
County of Northumberland, } ss :

Personally appeared before me, Benjamin G. Welch, president, and J. S. Bailey, treasurer, of the Danville and Shamokin Railroad Company, who,

being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

BENJAMIN G. WELCH, *President.*
J. S. BAILY, *Treasurer.*

Affirmed and subscribed before me, this 23d day of January, A. D. 1880
DANIEL LINN, *J. P.*

REPORT

OF THE

Danville and Riverside Railway Company for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Benjamin G. Welch, President,	Riverside, Northumberland county.
J. S. Bailey, Secretary and Treasurer,	Riverside, Northumberland county.
O. H. Ostrander, Chief Engineer,	Riverside, Northumberland county.
General offices at Riverside, Northumberland county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Benjamin G. Welch,	Riverside.
O. H. Ostrander,	Riverside.
J. S. Bailey,	Riverside.
Jabez Wilkes,	Riverside.
C. William Woddrop,	Philadelphia.
E. J. Curtis,	Danville.
David Cliffe,	Riverside.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	13,000	00
Capital stock, amount subscribed,	10,900	00
Capital stock paid in by last report,	8,790	00
Capital stock, total amount now paid in,	8,790	00
Capital stock, number of shares issued:	No certificates issued.	
Capital stock, amount paid in on each share, { On 316 shares,	2	50
	On 120 shares,	25 00
Capital stock, par value of each share,	25	00

DEBT.

Floating Debt.		
Debt incurred for any other purpose: For balance of current expenses.	\$107	58
Total amount now of floating and funded debt,	\$107	58
Floating debt, as per last report,	\$107	58

COST.

Total cost of entire road to date, \$3,897 53

Gauge.

What is the gauge of your lines? To be four feet eight and a half inches.
No work has been done on our road this year, beyond making some further surveys.

STATE OF PENNSYLVANIA, }
County of Northumberland, } ss:

Personally appeared before me, Benjamin G. Welch, president, and J. S. Bailey, treasurer, of the Danville and Riverside Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) BENJ. G. WELCH, *President.*
J. S. BAILEY, *Treasurer.*

Affirmed and subscribed before me, this 23d day of January, A. D. 1880.
DANIEL LINN, *J. P.*

REPORT
OF THE
Delaware Western Railroad Company, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
William M. Canby, President,	Wilmington, Del.
Wilmer Palmer, Secretary,	Wilmington, Del.
William M. Canby, Treasurer,	Wilmington, Del.
David Connell, General Superintendent,	Wilmington, Del.
General offices at Wilmington, Del.	

<i>Names of Directors.</i>	<i>Residences</i>
William M. Canby,	Wilmington, Del.
William Canby,	Wilmington, Del.
James L. DeVou,	Wilmington, Del.
Washington Jones,	Wilmington, Del.
Henry C. Robinson,	Wilmington, Del.
Lewis Thompson,	Wilmington, Del.
Edward Betts,	Wilmington, Del.

CAPITAL STOCK.

Capital stock authorized by votes of company,	\$250,000	00
Capital stock, amount subscribed,	248,400	00
Capital stock paid in by last report,	248,400	00
Capital stock, total amount now paid in,	248,400	00
Capital stock, number of shares issued,	4,968	
Capital stock, amount paid in on each share, \$100 in first mortgage bonds.		
Capital stock, par value of each share,	50	00

COST FROM ACCOUNTS OF WILMINGTON WESTERN RAILROAD COMPANY.

Total cost of entire road to date,	\$742,203	79
Average of same per mile of road laid,	30,543	37
Proportion of same for Pennsylvania,	78,609	52
Total cost of entire equipment,	74,617	32
Average cost of equipment per mile of road operated by company, . .	8,070	67
Proportion of same for Pennsylvania,	7,400	31
Cost of road and equipment per mile,	33,614	04
Proportion of same for Pennsylvania,	81,009	83

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilmington, Delaware, to Landenberg, Pennsylvania,	20	2.39
Length of single main track,	20	2.39
Aggregate length of main line and branches,	20	2.39
Aggregate length of sidings and other track not above enumerated,	4.55	.02
Aggregate length of main line, branches, leased roads, sidings, and other track,	24.55	2.41

Gauge.

What is the gauge of your lines, 4 feet 8½ inches.

Track.

Miles of iron rail in use,	24.1
Miles of steel rail in use, . . . . .	.45
Weight of rail per yard, { Iron,	56 pounds.
{ Steel,	56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	18
Wooden bridges, number of, 10; aggregate length,	2,061 feet.
Iron bridges, number of, 5; aggregate length,	120 feet.
Wooden trestles, number of, 3; aggregate length,	1,200 feet.

Stations.

Number of stations on main road, passenger and freight,	12
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	2
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road-way,	\$4,990 32
How is track laid, and on what foundation? On cross-ties, resting on dirt and gravel.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	1	\$7,000	00
Number of locomotives of more than 20 tons weight,	1	10,375	00
Number of locomotives of more than 10 tons weight,	1	2,305	00
Number of first-class passenger cars,	8	4,625	00
Number of baggage, mail, and express cars,	2	8,925	00
Number of freight cars: House cars, 10; trucks, 20; total,	30	777	00

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	12

Employees.

Average number of persons regularly employed by company, including officials,	45
Same in Pennsylvania,	6

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger, freight, and coal trains,	36,000
Number of through passengers for the year on main road,	9,645
Number of passengers (all classes) carried in cars,	32,204
Number of passengers carried one mile,	425,396
Number of passengers carried one mile in Pennsylvania,	22,813
Number of tons of 2,000 pounds of through freight for the year on main road,	85,116
Number of tons of freight carried one mile,	1,938,305
Number of tons of freight carried one mile in Pennsylvania,	203,429
Gross amount of tonnage for the year, (2,000 pounds per ton,)	113,637

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	1,550½	July, 1879,	3,897
February, 1879,	1,590½	August, 1879,	3,770
March, 1879,	2,159½	September, 1879,	2,957
April, 1879,	2,251	October, 1879,	2,862½
May, 1879,	2,702	November, 1879,	2,351
June, 1879,	3,329½	December, 1879,	2,884½

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	3,522	Stone and lime,	2,229
Bituminous coal,	65,448	Agricultural products,	1,235
Petroleum and other oils,	100	Merchandise and manufactures, . .	8,864
Pig iron,	835	Livestock,	45
Other iron or castings,	6,856	Lumber,	5,636
Kaolin,	12,141	Other articles,	447

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2½ cents.
For first-class way passengers,	3¼ cents

The rate per Ton (of 2,000 pounds,) per Mile charged for freight.

For through freight, per ton per mile, proximate average, . . . . .	.024 cents.
For through coal, per ton per mile, . . . . .	.015 cents.
For local freight, per ton per mile, . . . . .	.05 cents.
For local coal, per ton per mile, . . . . .	.05 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$502 29
February, 1879,			564 31
March, 1879,			720 20
April, 1879,			781 39
May, 1879,			898 99
June, 1879,			1,142 75
July, 1879,			1,596 48
August, 1879,			1,381 61
September, 1879,			996 68
October, 1879,			1,030 37
November, 1879,			797 76
December, 1879,			973 14
Total,			\$11,385 97

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$1,998 04
February, 1879,	1,946 86
March, 1879,	2,806 01
April, 1879,	3,760 79
May, 1879,	3,200 00
June, 1879,	3,474 16
July, 1879,	3,421 68
August, 1879,	3,453 72
September, 1879,	3,905 71
October, 1879,	3,676 09
November, 1879,	3,498 49
December, 1879,	2,785 89
Total,	\$38,017 44

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,	\$191 09
February, 1879,	150 72
March, 1879,	213 83
April, 1879,	231 76
May, 1879,	215 51
June, 1879,	351 18
July, 1879,	226 86
August, 1879,	247 82
September, 1879,	267 10
October, 1879,	319 63
November, 1879,	415 80
December, 1879,	1,105 86
Total,	\$3,936 16

Total passenger earnings for the year,	\$11,385 97
Total freight earnings for the year,	33,017 44
Total earnings from all other sources,	8,936 16
Total earnings for the year,	\$53,339 57
Total receipts from all sources on whole length of line,	\$53,339 57
Proportion of earnings in Pennsylvania to earnings of whole line,	6,844 28

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR

New locomotives; No., 1,	\$7,000 00
Total,	\$7,000 00
Proportion for Pennsylvania,	836 50

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of buildings and fixtures,	\$553	25
All other expenses for maintenance of way,	15,729	67
Total for maintenance of way,	\$16,282	92
Cost per mile of road kept in repair,	\$814	15
Proportion of same for Pennsylvania,	1,945	81

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,479	99
Repairs of machinery,	269	00
Repairs of passenger, baggage, mail, and freight cars,	2,853	34
Total for maintenance of motive power and cars,	\$4,602	83
Cost per mile of road operated,	\$230	12
Proportion for Pennsylvania,	549	99

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, }	\$9,630	44
Salaries, wages, and incidentals chargeable to freight department, }		
Wages of switchmen, signal-men, gate-keepers, and watchmen,	2,189	90
Fuel—wood and coal,	4,479	96
Oil and waste,	573	70
Taxes,	784	27
Insurance,	17	67
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	5,282	62
Total miscellaneous,	\$22,908	56
Amount per mile of road operated,	\$1,145	43
Proportion for Pennsylvania,	2,647	58
Total expenditures for operating the road,	43,793	81
Total charged to road and equipment,	7,000	00
Expenses per mile of the road operated,	2,189	69
Expenses per mile of single track operated, not including sidings,	2,189	69
Expenses per train mile,	1	21
Proportion for Pennsylvania,	5,233	36

EARNINGS.

Passenger transportation, local and through,	\$11,385	97
Freight transportation, local and through,	38,017	44
Mail service,	845	55
All other sources of income,	3,090	61
Total,	\$53,339	57

Operating Expenses.

Maintenance of way and buildings,	\$16,282	92
Maintenance of motive power and cars,	4,602	83
Miscellaneous,	22,908	56
Total operating expenses, being 82 per cent. of earnings,	43,793	81
Net earnings,	\$9,545	76
Earnings per mile of road operated,	\$2,666	98
Expenses per mile of road operated,	2,189	69
Net earnings,	\$476	29

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company, on terms mutually agreed upon.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$71 25 per month. One trip, six days, per week.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$248,400 00
Rate and date of all cash dividends on stock of original and consolidated companies: March 1, one per cent.; September 8, one per cent.

Number and per cent. of dividends: Two, at one per cent.		
Amount paid in dividends,	\$4,968	00

STATE OF DELAWARE, }
County of New Castle, } ss:

Personally appeared before me, William M. Canby, president and treasurer of the Delaware Western Railroad Company, who, being duly affirmed, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December, 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

WILLIAM M. CANBY,
President and Treasurer.

Affirmed and subscribed before me this 29th day of January, A. D. 1880.
SAMUEL W. McCAULLEY,
Commissioner for Pennsylvania.

R E P O R T
OF THE
*Delaware River and Lancaster Railroad Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William G. Case, President,	Columbia.
Robert Crane, Vice President and Acting President,	Philadelphia.
D. Brainerd Case, Secretary,	Columbia.
Henry Carpenter, Treasurer,	Lancaster.

<i>Names of Directors.</i>	<i>Residences.</i>
Henry Carpenter,	Lancaster.
Thomas E. Franklin,	Lancaster.
George M. Franklin,	Lancaster.
C. S. Kauffman,	Columbia.
I. K. Lineaweaver,	Columbia.
D. Brainerd Case,	Columbia.
Samuel Reeves,	Phoenixville.
Isaac W. Guldin,	Pughtown, Chester county.
E. D. White,	Churchtown Lancaster county.
Samuel K. Cassel,	Moyerstown, Bucks county.
N. H. Anders,	1217 Chestnut street, Philadelphia.
Alexander Sellers,	Telford, Bucks county.

CAPITAL STOCK.

Capital stock authorized by law, 32,000 shares, at \$50,	\$1,600,000	00
Capital stock, amount subscribed, 4,056 shares, at \$50 each,	202,800	00
Capital stock paid in by last report,	17,200	00
Capital stock, total amount now paid in,	17,200	00
Capital stock, number of shares issued,	None issued.	
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Floating Debt.</i>		
Debt incurred for any other purpose, and for what: General expenses,	\$1,035	
The amount now of floating debt,	\$1,035	00
Floating debt as per last report,	\$996 55	
Total cash realized from capital stock and debt,	18,235	00

COST.

Total cost of entire road to date,	\$17,200 00
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CHARAUTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lancaster to Delaware river,	83	83

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Bridges and Trestles.

Wooden bridges, number of 1 ; length, 30 feet.

In consequence of continued financial depression, suspending operations upon new roads, there has been nothing done in the way of construction upon the line of the road during the past year, but the settlement of the right of way has still went on at various points.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Robert Crane, acting president, and Henry Carpenter, treasurer, of the Delaware River and Lancaster Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said pany, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

ROBERT CRANE, *Acting President.*
HENRY CARPENTER, *Treasurer.*

Sworn and subscribed before me this 16th day of December, A. D. 1879.
W. W. DOUGHERTY, *Notary Public.*

R E P O R T

OF THE

*Delaware and Hudson Canal Company Railroad, for
the year ending December 31, 1879.*

OFFICERS.

Same as in canal report.

CAPITAL STOCK.

In canal report.

DEBT.

In canal report.

COST.

Total cost of entire road to date,	\$3,667,471	95
Average of same per mile of road laid, (excluding side tracks,)	38,605	00
Proportion of same for Pennsylvania, 95 per cent.		
Total cost of entire equipment,	1,201,630	00
Average cost of equipment per mile of road operated by company, . .	12,648	00
Proportion of same for Pennsylvania, 95 per cent.		
Cost of road and equipment per mile, (excluding side tracks,)	51,254	00
Proportion of same for Pennsylvania, 95 per cent.		

The roads to which this report relates, are entirely within the State of Pennsylvania, with the exception of the Ninevah branch, which has but 4.36 miles within the State, and 17.65 miles in the State of New York.

The railroads owned by this company, to which this report relates, extend from Ninevah, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of 17.65 miles, and from said line to a connection with the Jefferson railroad, a distance of 4.36 miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles. And the company holds, under a lease, in Pennsylvania, a railroad from Green Ridge to Mill Creek, a distance of 16.69 miles. Also, a railroad, about 2 miles in length, passing over what is known as the Plymouth and Wilkes-Barre bridge, thus making the number of miles of railroad owned in New York, to which this report relates, (exclusive of side tracks,) 17.65 miles, and in Pennsylvania, 77.36 miles, and the number of miles held under lease in Pennsylvania, 18.69 miles. On the leased line, from Green Ridge to Mill Creek, there are 2.07 miles of double track, and on the line from Carbondale to Scranton there are 3.42 miles of double track. Sidings and other tracks not above enumerated, 42.87 miles in Pennsylvania, and 4.05 miles in New York. The gauge of the gravity road is four feet three inches. Weight of rail on those roads,

forty-four pounds. The gauge of the other roads is mainly four feet eight and one half inches; some six feet. Weight of rail per yard, from fifty-six to sixty-two pounds. 71.85 miles are laid with steel rails, balance iron. Cannot say what the relative durability of steel and iron rails is.

Bridges and Trestles.

Number of bridges and trestles on whole line, between Plymouth and Ninevah,	35
Wooden bridges, number of, 33 ; aggregate length, . . .	3,242 feet.
Wooden trestles, number of, 2 ; aggregate length,	2,000 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? Lackawanna and Bloomsburg railroad, at Plymouth, Pennsylvania ; Delaware, Lackawanna and Western (coal branch,) at Minooke, Pennsylvania ; Delaware, Lackawanna and Western, (coal branch,) below Scranton, Pennsylvania ; Delaware, Lackawanna and Western, (coal branch,) at Scranton, Pennsylvania.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where ? Delaware, Lackawanna and Western railroad, at Scranton, Pennsylvania ; New York, Lake Erie and Western railroad, at Lanesboro', Pennsylvania.

Stations.

Number of stations on main road, passenger and freight, .	16
Number of engine-houses and shops in Pennsylvania : 3 shops, 4 engine-houses ; total number on entire road, 3 shops, 4 engine-houses.	
Number of wood and water stations on main road, . . .	12

How is track laid and on what foundation ? Earth, gravel, cinders, and culm.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight, . . . }	24	\$8,000 to 13,500	00
Number of locomotives of more than 30 tons weight, . . . }	6	10,000 to 12,000	00
Number of locomotives of more than 20 tons weight, . . . }	6	5,000 to 10,000	00
Number of first-class passenger cars,	6	4,000	00
Number of baggage, mail, and express cars,	6	2,850	00
Number of freight cars, { House cars,	10	847	00
Trucks,	17	415	00
Number of tool, derrick, and gravel cars,	29	*200	00
Number of caboose cars,	11	554	00

* Gravel.

Average number of cars in passenger trains, including baggage cars,	2 and 3
Average number of cars in freight trains,	11 to 25
Average weight of passenger trains, including locomotive and tender, in working order,	103 tons
Average weight of freight trains, including locomotive and tender, in working order,	500 tons.

Employees.

Average number of persons regularly employed by company, including officials,	573
Same in Pennsylvania,	530

DOINGS OF THE YEAR.**Transportation and total Miles Run.**

Number of miles run by passenger trains,	78,876
Number of miles run by freight trains,	56,340
Number of miles run by coal trains,	658,087
Number of through passengers for the year on main road,	1,160
Number of passengers (all classes) carried in cars,	132,835
Number of passengers carried one mile,	1,545,210
Number of passengers carried one mile in Pennsylvania,	1,389,072
Number of tons of 2,000 pounds of through freight for the year on main road,	95,849
Number of tons of freight carried one mile,	77,385,376
Number of tons of freight carried one mile in Pennsylvania,	68,364,340
Gross amount of tonnage for the year, (2,000 pounds per ton,)	3,102,849
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	8,732	July, 1879,	12,254
February, 1879,	8,157	August, 1879,	12,954
March, 1879,	10,035	September, 1879,	12,688
April, 1879,	10,521	October, 1879,	14,115
May, 1879,	9,647	November, 1879,	11,376
June, 1879,	9,126	December, 1879,	13,230

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	2,930,481	Live stock and animal products,	3,291
Iron and other ores and iron,	84,763	Products of forest,	30,596
Agricultural products,	18,628	Other articles,	7,468
Merchandise and manufactures,	27,622		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers, $3\frac{1}{8}$ cents.

For first-class way passengers, 3 and 4 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, (2,000 lbs. per ton,) 1 and 2 cents.

For through coal, per ton per mile, (2,240 lbs. per ton,) $\frac{3}{4}$ to $1\frac{1}{2}$ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$127	05	\$3,219	71	\$3,346	76
February, 1879,	110	83	3,052	95	3,163	83
March, 1879,	152	46	3,625	17	3,777	63
April, 1879,	145	53	4,031	72	4,177	25
May, 1879,	136	29	3,761	52	3,897	81
June, 1879,	187	11	3,494	58	3,681	69
July, 1879,	318	78	4,603	62	4,922	40
August, 1879,	535	92	4,841	69	5,377	61
September, 1879,	334	95	5,031	97	5,366	92
October, 1879,	270	27	5,081	78	5,352	05
November, 1879,	150	15	4,326	46	4,476	61
December, 1879,	210	21	4,728	01	4,938	23
Total,	\$2,679	60	\$49,799	18	\$52,478	78

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$3,173	40	\$79,433	01	\$82,606	41
February, 1879,	3,588	18	86,212	45	89,800	63
March, 1879,	4,089	08	91,298	62	95,387	70
April, 1879,	6,073	46	73,761	11	79,834	57
May, 1879,	5,788	80	77,873	79	83,662	59
June, 1879,	7,831	82	91,906	74	99,738	56
July, 1879,	6,225	99	90,472	52	96,698	51
August, 1879,	5,332	79	80,914	71	86,247	50
September, 1879,	6,413	25	95,143	14	101,556	39
October, 1879,	6,815	02	87,968	20	94,783	22
November, 1879,	7,488	56	90,803	11	98,291	67
December, 1879,	8,690	47	84,843	35	93,533	82
Total,	\$71,510	82	\$1,030,630	75	\$1,102,141	57

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$26	11	\$179	26	\$1,904	23	\$2,109	60
February, 1879,			120	71	2,764	14	2,884	85
March, 1879,			108	03	3,822	51	3,930	54
April, 1879,	651	86	116	30	4,161	87	4,930	03
May, 1879,			118	22	4,595	46	4,713	68
June, 1879,	672	37	143	19	3,758	25	4,573	81
July, 1879,			168	18	3,566	35	3,734	53
August, 1879,			160	61	4,171	91	4,332	52
September, 1879,	673	37	216	95	4,948	41	5,833	73
October, 1879,			200	08	5,113	93	5,314	01
November, 1879,			159	44	5,215	85	5,375	29
December, 1879,	673	37	141	94	8,416	78	9,232	09
Total,	\$2,697	08	\$1,832	91	\$52,439	69	\$56,969	68

Total passenger earnings for the year,	\$52,478	78
Total freight earnings for the year,	1,102,141	57
Total earnings from all other sources,	56,969	68
Total earnings for the year,	\$1,211,590	03
Total receipts from all sources on whole length of line,	\$1,211,590	03
Proportion of earnings in Pennsylvania to earnings of whole line: Say ninety-five per cent.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages, Ninevah branch,	\$645	00
New locomotives, from Northern railroad department, number of, 3,	2,400	00

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$72,919	24
Repairs of bridges,	4,520	66
Repairs of buildings and fixtures,	11,166	50
Repairs of fences,	525	95
All other expenses for maintenance of way,	4,204	71
Total for maintenance of way,	\$93,137	06
Cost per mile of road kept in repair,	\$1,726	04
Proportion for Pennsylvania: Say ninety-five per cent.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$47,909	14
Repairs of passenger, baggage, and mail cars,	2,231	14
Repairs of freight cars,	17,972	14
Total for maintenance of motive power and cars,	\$68,112	42
Cost per mile of road operated,	702	48
Proportion for Pennsylvania, Say ninety-five per cent.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$12,513	21
Salaries, wages, and incidentals chargeable to freight department, . .	119,962	14
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	9,221	68
Fuel—wood,	323	00
Fuel—coal,	42,867	03
Oil and waste,	5,571	85
Damages for injuries to persons,	676	29
Damages for cattle killed or injured,	286	00
Damages for loss of goods and baggage,	22	27
Insurance,	4,269	18
Telegraph expenses,	5,443	80
Amount paid for trackage on other roads,	181,193	60
Amount paid other corporations or individuals for use of all other cars,	62,809	31
Law expenses, and all other expenses (except interest,) not included in any of the above items,	1,717	51
Total miscellaneous,	\$446,876	82
Amount per mile of road operated,	\$4,608	88
Proportion for Pennsylvania, ninety-five per cent.		
Total expenditures for operating the road,	608,126	30
Total charged to road and equipment,	24,645	00
Expenses per mile of the road operated,	6,271	93
Expenses per mile of single track operated, not including sidings, . .	5,935	83
Expenses per train mile,		77
Proportion for Pennsylvania, ninety-five per cent.		

EARNINGS.

Passenger transportation, local, \$49,799 18	} Total,	\$52,478	78
Passenger transportation, through, 2,679 60			
Freight transportation, local, 1,030,630 75	} Total,	1,102,141	57
Freight transportation, through, 71,510 82			
Mail service,		2,697	08
Express service,		1,832	91
Rents,		5,000	00
All other sources of income,		47,439	69
Total,		\$1,211,590	03
Operating Expenses.			
Maintenance of way and buildings, \$93,137 06			
Maintenance of motive power and cars, 68,112 42			
Miscellaneous, 446,876 82			
Total operating expenses, being 50 ¹⁴ / ₁₀₀ per cent. of earnings, . . .		608,126	30
Net earnings,		\$603,463	73
Earnings per mile of road operated,		\$12,495	77
Expenses per mile of road operated,		6,271	93
Net earnings,		\$6,223	84

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Delaware, Lackawanna and Western Express, between Scranton and Carbondale, who have half the gross receipts. National Express, between Jefferson Junction and Ninevah, under contract with Northern railroad department.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Central Railroad Company of New Jersey, Lehigh and Susquehanna division, run passenger and freight trains between Green Ridge and Union Junction, a distance of 15.12 miles.

STOCK AND DIVIDENDS.

In canal report.

ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	6	. . . . .	. . . . .	. . . . .	6
Others,	2	4	2	4
Total,	6	2	4	2	10

Statement of each Accident.

February 7, 1879. Amos Baty, a brakeman, arm broken at Yatesville, coupling cars.

April 22. John Muir, a brakeman, lost one of his fingers trying to make a coupling, at Carbondale yard.

May 2. Howard Knapp, a brakeman; hand badly crushed at Pockets, between Pleasant Valley and Moosic. He was trying to make a coupling.

May 25. John Lloyd, trying to get on a coal train while in motion, near Dickson, had leg run over and crushed so as to require amputation.

June 26. P. F. Pidgeon, a brakeman, fell off top of car, one mile south of Melrose, and broke his leg.

August 19. C. Mehan, lost three toes trying to get on a train of coal cars passing Parsons' station.

September 3. John McDonnell, a boy, fourteen years old, trying to get on cars in motion, at Marvine shaft, had his leg mashed, from the effect of which he died, on September 10.

September 30. John Lindsay, a boy fourteen years old, standing on the track at Green Ridge, was run over and instantly killed.

October 17. John E. Davis, a little boy, was run over by a coal train, just north of Jermyn, and had one leg cut off.

October 22. John Brink had leg caught between two cars and broken, at Ninevah yard.

December 5. L. H. Cummings, a brakeman, caught his foot in a frog, at Ninevah, while coupling cars; foot badly crushed, and he was otherwise injured.

December 6. John Dirkin, standing on track at Archbald, was struck by a train, and left arm run over by engine, injuring it so as to require amputation.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, Thomas Dickson, president, and James C. Hartt, treasurer, of the Delaware and Hudson Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

THOMAS DICKSON, *President.*
J. C. HARTT, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.
JOHN A. PATTISON,
Commissioner for the State of Pennsylvania.

R E P O R T

OF THE

*Delaware, Lackawanna and Western Railroad Com-
pany, for the year ending December 31, 1879.*

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
Samuel Sloan, President,	New York city.
Percy R. Pyne, Vice President,	New York city.
Fred. F. Chambers, Secretary,	Brooklyn, L. I.
Frederick H. Gibbens, Treasurer,	Brooklyn, L. I.
John Brisbin, General Solicitor,	Newark, N. J.
James Archbald, Chief Engineer,	Scranton, Pa.
W. F. Hallstead, General Superintendent,	Scranton, Pa.
General offices at No. 26 Exchange Place, New York city.	

<i>Names of Directors.</i>	<i>Residences.</i>
William E. Dodge,	New York city.
Moses Taylor,	New York city.
George Bulkley,	Southport, Conn.
John I. Blair,	Blairstown, N. J.
Simeon B. Chittenden,	Brooklyn, L. I.
John Brisbin,	Newark, N. J.
George Bliss,	New York city.
Percy R. Pyne,	New York city.
William Walter Phelps,	New York city.
Wilson G. Hunt,	New York city.
Alfred L. Dennis,	New Brunswick, N. J.
William Ryle,	New York city.
E. W. Holbrook,	New York city.
E. S. Higgins,	New York city.

CAPITAL STOCK.

Capital stock authorized by law: Not to exceed amount expended for construction.		
Capital stock authorized by votes of company,	\$28,200,000	00
Capital stock, amount subscribed,	28,200,000	00
Capital stock paid in by last report,	28,200,000	00
Capital stock, total amount now paid in,	28,200,000	00
Capital stock, number of shares issued, 524,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Lackawanna and Bloomsburg Railroad Company's mortgage bonds, (Due April 15, 1880, March 1, 1885, May 15, 1890, bear interest at seven per cent., which is payable March, April, May, September, October, and November,) amount,	\$587,100	00
Second mortgage bonds, (Due March 1, 1881, bear interest at seven per cent., which is payable March 1, and September 1,) amount, . .	1,633,000	00
Convertible bonds, (Due June 1, 1892, bear interest at seven per cent., which is payable June 1 and December 1.) amount,	600,000	00
First consolidated mortgage bonds, (Due September 1, 1907, bear interest at seven per cent., which is payable March 1, and September 1,) amount,	3,067,000	00
Total amount now of funded debt,	\$5,887,100	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property: None. (Excess of accounts receivable over accounts payable, \$788,805 14)		
Total amount now of floating and funded debt,	5,887,100	00
Funded debt as per last report, \$5,887,100 00		

COST.

Total cost of entire road to date,	\$16,918,875	10
Average of same per mile of road laid,	81,532	82
Proportion of same for Pennsylvania,	81,532	82
Coal lands, with improvements thereon, and other property,	5,971,790	91
Total cost of entire equipment,	6,586,015	95
Average cost of equipment per mile of road operated by company, . .	81,497	02
Proportion of same for Pennsylvania,	81,497	02
Cost of road and equipment per mile,	118,029	84
Proportion of same for Pennsylvania,	118,029	84

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from New York State line to Delaware river,	115	115
Length of single main track,	15.75	15.75
Length of double main track,	99.25	99.25
Branches.		
Lackawanna and Bloomsburg branch, { Length of branch,	80	80
from Scranton to Northumberland, . { Length of single track,	58	58
Winton branch, from Nay Aug to Win- { Length of double track,	22	22
ton, { Length of branch,	7.50	7.50
Keyser Valley branch, from main line { Length of single track,	7.50	7.50
to Keyser Valley, { Length of branch,	5	5
Aggregate length of main line and branches,	5	5
Aggregate length of sidings and other track not above enumerated,	207.50	207.50
Aggregate length of main line, branches, leased roads, sidings and other track,	109.50	109.50
	317	317

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 175.50
Miles of steel rail in use, 262.75
Weight of rail per yard, { Iron, 65 lbs.
 { Steel, 60 and 68½ lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 26
Wooden bridges, number of, 11; aggregate length, 956 feet.
Stone bridges, number of, 5; aggregate length, 280 feet.
Iron bridges, number of, 10; aggregate length, 2,098 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lehigh Valley railroad, at Pittston.
What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Philadelphia and Reading railroad, at Rupert; Delaware and Hudson Canal Company's railroad, at Scranton; Pennsylvania Coal Company's railroad, at Number Six.

Stations.

Number of stations on main road, passenger and freight, 24
Number of stations on branches, passenger and freight, 23
Number of engine-houses and shops in Pennsylvania, 6;
total number entire road, 6

Number of wood and water stations on main road,	24
Number of wood and water stations on branches,	13
Number of tunnels, 3 ; aggregate length,	3,540
How is track laid, and on what foundation? Gravel, and stone ballast	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	103	\$8,070	00
Number of locomotives of more than 30 tons weight,	48	7,500	00
Number of locomotives of more than 20 tons weight,	2	5,000	00
Number of locomotives of more than 10 tons weight,	1	1,500	00
Number of first class passenger cars,	30	3,600	00
Number of baggage, mail, and express cars,	27	2,100	00
Number of freight cars: House cars, 620 ; trucks, 1,028 ; total,	1,648	400	00
Number of coal, ore, and stone cars,	16,519	175	00
Number of caboose cars,	80	350	00

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	25@30
Average weight of passenger trains, including locomotive and tender, in working order,	135 tons.
Average weight of freight trains, including locomotive and tender, in working order,	450 tons.

Employees.

Average number of persons regularly employed by company, including officials,	2,000
Same in Pennsylvania,	2,000

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	470,431
Number of miles run by freight trains,	651,598
Number of miles run by coal trains,	2,973,087
Number of through passengers for the year on main road,	13,290
Number of passengers (all classes) carried in cars,	500,709
Number of passengers carried one mile,	11,195,903
Number of passengers carried one mile in Pennsylvania,	6,497,680
Number of tons of 2,000 pounds of through freight for the year on main road,	61,130
Number of tons of freight carried one mile,	308,077,918
Number of tons of freight carried one mile in Pennsylvania,	31,429,790
Gross amount of tonnage for the year, (2,000 pounds per ton,)	5,283,442
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20

Average rate of speed adopted by express trains, including stops, (miles per hour,)	27
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	32,426	July, 1879,	45,642
February, 1879,	30,727	August, 1879,	51,133
March, 1879,	33,667	September, 1879,	58,788
April, 1879,	37,010	October, 1879,	45,350
May, 1879,	40,522	November, 1879,	38,309
June, 1879,	41,940	December, 1879,	45,195

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	4,444,629	Stone and lime,	105,973
Bituminous coal,	43,282	Agricultural products,	176,043
Petroleum and other oils,	6,793	Merchandise and manufactures,	96,799
Pig iron,	59,906	Live stock,	5,339
Railroad iron,	75,809	Lumber,	105,031
Other iron or castings,	39,103	Other articles,	11,593
Iron and other ores,	113,142		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.
For second-class through passengers,	2 cents.
For second-class way passengers,	2 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	1.59 cents.
For through coal, per ton per mile, . . . . .	.77 cents.
For local freight, per ton per mile,	2.49 cents.
For local coal, per ton per mile,	1.59 cents.

These rates include handling and terminal charges.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,980	26	\$14,749	35	\$16,729	61
February, 1879,	1,802	88	14,421	64	16,224	52
March, 1879,	1,905	03	19,685	85	21,590	88
April, 1879,	2,234	61	20,547	53	22,782	14
May, 1879,	2,224	12	20,819	28	23,043	40
June, 1879,	2,479	74	20,973	87	23,453	61
July, 1879,	3,767	46	25,726	38	29,493	84
August, 1879,	5,296	57	27,829	38	33,125	95
September, 1879,	5,346	27	28,972	93	34,319	20
October, 1879,	4,399	90	25,608	96	30,008	86
November, 1879,	2,867	82	21,635	88	24,503	70
December, 1879,	2,698	66	24,447	67	27,146	33
Total,	\$37,003	82	\$265,418	72	\$302,422	04

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$237,838	93	\$54,306	49	\$291,645	42
February, 1879,	236,319	70	48,917	35	285,237	05
March, 1879,	253,070	61	54,274	45	307,345	06
April, 1879,	270,021	30	52,029	17	322,050	47
May, 1879,	359,802	68	65,418	54	425,221	22
June, 1879,	362,765	08	59,690	83	422,455	89
July, 1879,	376,404	11	66,182	36	442,536	47
August, 1879,	385,357	03	68,015	51	453,372	54
September, 1879,	369,624	80	68,602	02	438,226	82
October, 1879,	399,892	93	78,433	18	472,826	06
November, 1879,	359,157	63	72,632	76	431,790	39
December 1879,	341,930	05	66,057	02	407,987	07
Total,	\$3,951,184	38	\$744,509	63	\$4,695,693	96

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.*		Total.	
January, 1879,	\$1,461	78	\$2,746	56	\$22,688	00	\$26,896	34
February, 1879,	1,461	78	2,600	00	21,946	01	26,007	79
March, 1879,	1,461	78	2,845	20	24,613	21	28,920	19
April, 1879,	1,461	78	2,681	83	18,398	35	22,541	96
May, 1879,	1,461	78	2,714	72	27,678	16	31,854	66
June, 1879,	1,461	78	2,907	38	29,170	31	33,539	47
July, 1879,	1,461	78	2,795	27	29,094	68	33,351	73
August, 1879,	1,461	78	2,734	03	30,462	23	34,658	04
September, 1879,	1,461	78	2,899	92	24,635	19	28,996	89
October, 1879,	1,461	78	2,095	55	22,647	02	27,004	35
November, 1879,	1,461	78	2,766	11	33,423	34	37,651	23
December, 1879,	1,461	78	2,923	61	37,373	35	41,758	74
Total,	\$17,541	36	\$33,510	18	\$322,129	85	\$373,181	39

Total passenger earnings for the year,	\$302,422	04
Total freight earnings for the year,	4,695,693	96
Total earnings from all other sources,	373,181	39
Total earnings for the year,	\$5,371,297	39
Total receipts from all sources on whole length of line,	\$5,371,297	39
Proportion of earnings in Pennsylvania to earnings of whole line,	5,371,297	39

* Chiefly car service.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road; new and permanent sidings,	\$44,628	73
Land or land damages,	760	25
New locomotives; number, 7,	61,400	00
New passenger cars; number, 8,	23,406	00
New freight cars; number, 3,001,	601,389	00
New machine shops, machinery, and tools,	482	00
Total,	\$732,065	98
Proportion for Pennsylvania,	\$732,065	98

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of Maintenance of Ways and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$183,834	57
New steel rails; number of tons, 2,756,	110,187	70
Repairs of bridges,	5,893	55
Repairs of buildings and fixtures,	28,045	81
Repairs of fences,	593	19
Total for maintainance of way,	\$328,054	82
Cost per mile of road kept in repair,	\$1,580	96
Proportion for Pennsylvania,	1,580	96

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$139,227	11
Repairs of machinery,	10,659	90
Repairs of passenger, baggage, and mail cars,	23,493	56
Repairs of freight cars,	237,891	24
All other expenses for maintenance of motive power and cars,	27,411	75
Total for maintenance of motive power and cars,	\$437,683	56
Cost per mile of road operated,	\$2,109	31
Proportion for Pennsylvania,	2,109	31

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$82,675	21
Salaries, wages, and incidentals chargeable to freight department,	380,754	47
Wages of switchmen, signal-men, gate-keepers, and watchmen,	17,923	28
Fuel—number of cords of wood, 465; cost,	1,268	75
Fuel—number of tons of coal, 173,974; cost,	278,448	79
Oil and waste,	70,640	50
Damages for injuries to persons,	357	72
Damages for cattle killed or injured,	134	39
Damages for loss of goods and baggage,	785	02
Taxes,	89,673	78
Insurance,	2,731	05
Telegraph expenses,	1,395	52
Amount paid other corporations or individuals for use of all other cars,	88,537	70
General salaries and office expenses, and all other expenses (except interest) not included in any of the above items,	44,199	97
Total miscellaneous,	1,959,526	15
Amount per mile of road operated,	\$5,106	82
Proportion for Pennsylvania,	5,106	82
Total expenditures for operating the road,	1,825,264	03
Total charged to road and equipment,	732,065	98
Expenses per mile of road operated,	8,794	04
Expenses per mile of single track operated, not including sidings,	5,552	13
Expenses per train mile,		44 ⁵ / ₁₆
Proportion for Pennsylvania,		44 ⁵ / ₁₆

EARNINGS.

Passenger transportation, local,	\$265,418 72	} Total,	\$302,422	04
Passenger transportation, through,	87,003 32			
Freight transportation, local,	744,509 63	} Total,	4,695,693	96
Freight transportation, through,	3,951,184 33			
Mail service,			17,541	36
Express service,			83,510	18
Rents,			1,832	05
All other sources of income,			320,297	80
Total,			\$5,371,297	39
Operating Expenses.				
Maintenance of way and buildings,	\$328,054 32			
Maintenance of motive power and cars,	437,683 56			
Miscellaneous,	1,059,526 15			
Total operating expenses, being 33.28 per cent. of earnings, . . .			1,825,264	03
Net earnings,			\$3,546,033	36
Earnings per mile of road operated,			\$25,885	73
Expenses per mile of road operated,			8,794	04
Net earnings,			17,091	69

The above statement of earnings and expenses does not include the business of the coal department.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? The Delaware, Lackawanna and Western Express is run under contract with Robert F. Westcott, he paying a monthly compensation of \$2,600.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? None, except freight cars belonging to transportation lines running over connecting roads.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Sleeping cars are run belonging to the company.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? From July 1, 1878, about \$17,600 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$26,200,000 00

Balance for the year, or surplus,	\$186,021	07
Surplus at the commencement of the year,	4,346,125	01
Total surplus, less cost of changing gauge charged off to income account, \$873,809 03,	\$3,658,337	05
Surplus invested as follows :		
Cash and loans,	\$217,127	39
Balance of accounts due company,	1,770,515	99
Material, fuel, and stores,	1,049,692	86
Other items, valuation of stocks and bonds,	4,480,257	09

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employees,			9	8	9	8
Others,			9	3	9	3
Total,			18	11	18	11

Statement of each Accident.

January 8, 1879. John Kennedy, was run over and killed at West Pittston crossing.

February 4. Winfield S. Decker, brakeman ; falling under cars, was killed in Scranton yard.

February 11. Peter Quinn, tunnel watchman, was struck by train in Nay Aug tunnel and killed.

February 17. Patrick McGowan, was found lying on track dead, near Scranton.

April 5. Joseph Morphing, was struck by a brake lever at Moscow, and injured slightly.

April 6. Charles Miller, brakeman ; in coupling cars in Scranton yard, injured one of his hands.

April 7. Mrs. O'Neil, picking up coal on track at Water Gap, was killed.

April 10. Charles Kelly, slightly injured ; brake lever broke and threw him off train.

April 11. Charles DeKay, brakeman, fell off engine tank at Lehigh, and was killed.

April 16. John O'Hara, lying on track at Taylorville, intoxicated, was run over by passenger train and killed.

May 28. Rudolph Winbrake, engineer, fell off his engine at Scranton, and was slightly injured.

May 31. Samuel Hodges, an old man, driving over crossing at Kingston, was struck by passenger train and killed.

June 27. Martin Dailey, brakeman ; in coupling cars at Great Bend, was killed.

July 1. Edward Morris, brakeman ; coupling cars at Scranton, had an arm injured.

July 5. James Brown, conductor coal train, was killed between Water Gap and Portland, in collision of his train and pay train.

July 14. William McDonald, brakeman ; coupling cars at Scranton, and falling, had leg injured.

August 18. George Souder, walking on track between Plymouth and Kingston, was struck by an engine and killed ; supposed to have been intoxicated at the time.

October 4. John Howley, a boy, in attempting to get on a coal train at Scranton, fell under the cars and was killed.

October 4. Zerab Scott, brakeman ; was killed while coupling cars in Scranton yard.

October 11. Samuel Culver, brakeman ; injured his hand in coupling cars at Pittston.

October 13. John Gavin, track laborer ; was struck by passenger train at Nay Aug and killed.

November 18. A. Houser, brakeman ; coupling cars at Pocono, had his hand bruised.

November 18. Isaac Van Buskirk, brakeman ; falling between cars near Dunning, was run over and killed.

December 9. George Atwell, walking on track intoxicated, near Hunlocks, was struck by an engine and slightly injured.

December 9. Mrs. McDonald, walking between the tracks near Bellevue, was struck by an engine and had her arm broken.

December 9. Thomas O'Hara, walking on track at Bellevue, was struck by an engine and considerably injured.

December 17. Dominick Brown, standing on track in Scranton yard, was run over and killed.

December 17. Patrick Miles, track laborer ; while at work, was struck by a locomotive and injured fatally.

December 26. William Powell, walking on track at Kingston, was struck by a locomotive and killed.

STATE OF NEW YORK, }
County of New York, } ss :

Personally appeared before me, a commissioner for the State of Pennsylvania, Samuel Sloan, president, and Frederick H. Gibbens, treasurer, of the Delaware, Lackawanna, and Western Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and

having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) SAMUEL SLOAN, *President.*
FREDERICK H. GIBBENS, *Treasurer.*

Sworn and subscribed before me, this 25th day of February, A. D. 1880.
FREDERICK F. CHAMBERS,
Commissioner for the State of Pennsylvania in New York.

REPORT

OF THE

Dillsburg and Mechanicsburg Railroad Company, for
the year ending December 31, 1879.

OFFICERS.	
Names.	Residences.
Frederick Watts, President,	Carlisle.
E. M. Biddle, Secretary and Treasurer,	Carlisle.
Names of Directors.	
	Residences.
Frederick Watts,	Carlisle.
H. G. Moser,	Mechanicsburg.
Thomas D. Bryson,	Mechanicsburg.
Doctor James M. Shearer,	Dillsburg.
Christian Bender,	Dillsburg.
Henry McCormick,	Harrisburg.
E. M. Biddle,	Carlisle.

CAPITAL STOCK.		
Capital stock authorized by law,	\$350,000	00
Capital stock authorized by votes of company,	50,000	00
Capital stock, amount subscribed,	63,000	00
Capital stock paid in by last report,	52,471	22
Capital stock, total amount now paid in,	52,564	06
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.		
Funded Debt.		
First mortgage bonds, (due August 1, 1895, bear interest at six per cent., which is payable semi-annually,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Floating Debt.		
The amount now of floating debt,	37,081	50
Total amount now of floating and funded debt,	\$137,081	50
Funded debt as per last report,	\$100,100	00

COST.

Total cost of entire road to date, \$166,171 85

CHARACTERISTICS OF ROAD.

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rails in use, 8
Weight of rail per yard, iron, 56 lbs.

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains, 3,941
Number of miles run by freight trains, 6,315
Number of passengers for the year on main road, 10,034

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$1,554 54
February, 1879,	1,328 78
March, 1879,	1,236 30
April, 1879,	1,179 17
May, 1879,	1,162 91
June, 1879,	995 54
July, 1879,	602 13
August, 1879,	1,024 09
September, 1879,	1,520 61
October, 1879,	1,750 25
November, 1879,	1,536 30
December, 1879,	1,245 20
Total,	\$15,135 82

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$147 82
February, 1879,	86 55
March, 1879,	134 14
April, 1879,	140 76
May, 1879,	128 40
June, 1879,	325 48
July, 1879,	690 93
August, 1879,	1,374 84
September, 1879,	166 04
October, 1879,	191 78
November, 1879,	127 10
December, 1879,	181 62
Total,	\$3,695 46

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
February, 1879, . .	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
March, 1879, . . .	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
April, 1879,	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
May, 1879,	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
June, 1879,	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
July, 1879,	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
August, 1879,	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
September, 1879, . .	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
October, 1879,	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
November, 1879, . . .	31	53	. . . . .	. .	. . . . .	. .	. . . . .	.
December, 1879, . . .	31	51	. . . . .	. .	. . . . .	. .	. . . . .	.
Total,	\$378	34	. . . . .	. .	. . . . .	. .	. . . . .	.

The Dillsburg and Mechanicsburg railroad is leased to the Cumberland Valley Railroad Company, and is operated by it as a branch road. This lease bears date 22d of February, 1873, and is for a term of ninety-nine years. By its provisions, the Dillsburg and Mechanicsburg Railroad Company is to receive the earnings of its road, after the payment of expenses and interest on bonds.

The following were the operating expenses for the year ending 31st of December, 1879:

Conducting transportation,	\$3,416 81
Motive power,	3,422 49
Maintenance of way,	5,092 71
General expenses,	769 80
	<u>\$12,701 81</u>

STATE OF PENNSYLVANIA, }
County of Cumberland, } ss :

Personally appeared before me, Fredrick Watts, president, and Edward M. Biddle, treasurer, of the Dillsburg and Mechanicsburg Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31 December, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

FREDK. WATTS, *President.*
E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me this 6th day of March, A. D. 1880.
JAMES M. ALLEN, *Notary Public.*

REPORT

OF THE

Dunkirk, Allegheny Valley, and Pittsburgh Railroad
Company, for the year ending September, 1879.

OFFICERS.

Names.	Residences.
Edwin D. Worcester, President,	Albany, New York.
Joseph Harker, Secretary,	} For lessees and auditor, } New York.
William M. Lester, Treasurer,	
Oscar W. Johnson, General Solicitor,	Fredonia, New York.
Darwin Thayer, General Superintendent,	Dunkirk, New York.
General offices at Dunkirk, New York.	

Names of Directors.	Residences.
William H. Vanderbilt,	New York.
William K. Vanderbilt,	New York.
Augustus Schell,	New York.
Samuel F. Barger,	New York.
Joseph Harker,	New York.
Chauncey M. Depew,	New York.
Henry A. Pierson,	Albany, New York.
Edwin D. Worcester,	Albany, New York.
J. Condit Smith,	Buffalo, New York.
Rasselas Brown,	Warren, Pa.
Stephen M. Newton,	Dunkirk, New York.
David H. Mitchell,	Titusville, New York.
One vacancy.	

CAPITAL STOCK.

Capital stock authorized by law,	\$1,300,000	00
Capital stock, amount subscribed,	1,300,000	00
Capital stock paid in by last report,	1,300,000	00
Capital stock, total amount now paid in,	1,300,000	00
Capital stock, number of shares issued,	1,300	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June 1, 1890, bear interest at seven per cent., which is payable in gold,) amount,	\$2,000,000	00
Second mortgage bonds, (due October 1, 1890, bear interest at seven per cent., which is payable in currency,) amount,	1,000,000	00
Third mortgage bonds, (due October 1, 1890, bear interest at seven per cent., which is payable in currency,) amount,	200,000	00
Total amount now of funded debt,	\$3,200,000	00

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$180,873 26	
Debt incurred for any other purpose, and for what,	31,047 58	
The amount now of floating debt,	\$211,920	84
Total amount now of floating and funded debt,	\$3,411,920	84
Funded debt as per last report,	\$3,200,000 00	
Floating debt as per last report,	188,522 89	
Total cash realized from capital stock and debt,	\$4,711,920	84

COST.

Total cost of entire road to date,	\$4,552,654	35
Average of same per mile of road laid,	50,250	05
Proportion of same for Pennsylvania,	2,427,077	41
Total cost of entire equipment,	262,725	00
Average cost of equipment per mile of road operated by company,	2,900	00
Proportion of same for Pennsylvania,	140,070	00
Cost of road and equipment per mile,	53,150	05
Proportion of same for Pennsylvania,	2,567,747	41

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Dunkirk, N. Y., to Oil City, Pa.,	108.5	64.2
Length of single main track,	90.6	48.3
Aggregate length of main line and branches laid,	90.6	48.3
Aggregate length of sidings and other track not above enumerated,	11.9	3.4
Aggregate length of main line, branches, leased roads, sidings, and other track,	102.5	51.7

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 68
Miles of steel rail in use, 34.5
Weight of rail per yard, { Iron, 56 & 60 pounds.
 Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 36
Wooden bridges, number of, 18; aggregate length, 1,438 feet.
Stone bridges, number of, 1; aggregate length, 8 feet.
Iron bridges, number of, 9; aggregate length, 870.5 feet.
Wooden trestles, number of, 8; aggregate length, 3,489.5 feet.

Crossings.

What railroads cross your road either over or under your grade in this Commonwealth, and where? Philadelphia and Erie railroad, at Youngsville.

Stations.

Number of stations on main road : Passenger and freight,	21
Number of engine-houses and shops in Pennsylvania, . .	1
Number of wood and water stations on main road,	12
Value of real estate held by the company, exclusive of road-way,	\$50,000 00
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	50,000 00

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	1	\$12,500	00
Number of locomotives of more than 80 tons weight,	11	12,500	00
Number of first-class passenger cars,	6	5,000	00
Number of second-class passenger cars,	2	3,000	00
Number of pay car,	1	2,000	00
Number of baggage, mail, and express cars,	2	2,500	00
Number of freight cars : House cars, 33 ; trucks, 55 ; total, .	88		

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	25
Average weight of passenger trains, including locomotive and tender, in working order,	65 tons.
Average weight of freight trains, including locomotive and tender, in working order,	240 tons.

Employees.

Average number of persons regularly employed by company, including officials,	426
Same in Pennsylvania,	235

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	152,140
Number of miles run by freight trains,	276,644
Number of through passengers for the year on main road,	20,583
Number of passengers (all classes) carried in cars, . .	114,868
Number of passengers carried one mile,	2,247,755
Number of passengers carried one mile in Pennsylvania,	1,047,960
Number of tons of 2,000 pounds of through freight for the year on main road,	175,267
Number of tons of freight carried one mile,	17,043,556

Number of tons of freight carried one mile in Pennsylvania,	8,435,038
Gross amount of tonnage for the year, (2,000 pounds per ton,)	254,164
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1878,	10,397	May, 1879,	9,030
November, 1878,	10,652	June, 1879,	8,950
December, 1878,	9,500	July, 1879,	9,955
January, 1879,	6,916	August, 1879,	11,392
February, 1879,	7,200	September, 1879,	10,208
March, 1879,	10,665		
April, 1879,	10,000	Total,	114,868

The amount of Freight, specifying the quantity in Tons of 2,240 pounds.

Anthracite coal,	9,711	Merchandise and manufactures,	19,468
Bituminous coal,	80,217	Live stock,	680
Petroleum and other oils,	158,090	Lumber,	21,868
Pig iron,	17	Other articles,	4,067
Other iron or castings,	1,427		
Stone and lime,	2,582		254,164
Agricultural products,	6,037		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	3 cents.
For second-class way passengers,	3 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, . . . . .	.05 cents.
For through coal, per ton per mile, . . . . .	.09 cents.
For local freight, per ton per mile,	2.25 cents.
For local coal, per ton per mile,	1 cent.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$1,515	96	\$8,736	57	\$5,252	53
November, 1878,	1,163	99	8,342	14	4,506	13
December, 1878,	1,055	85	8,305	73	4,361	08
January, 1879,	2,049	92	2,392	44	3,442	36
February, 1879,	1,270	44	2,450	32	3,370	76
March, 1879,	1,523	69	8,892	31	5,416	00
April, 1879,	1,815	41	8,579	03	5,394	44
May, 1879,	1,655	60	2,970	50	4,626	10
June, 1879,	1,507	86	2,939	26	4,446	62
July, 1879,	1,821	66	3,556	19	5,377	85
August, 1879,	1,674	64	4,268	58	5,943	22
September, 1879,	1,414	81	8,900	71	5,315	52
Total,	\$17,465	83	\$40,333	78	\$57,802	61

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$4,418	90	\$12,379	64	\$16,798	54
November, 1878,	5,794	95	12,393	77	18,188	72
December, 1878,	5,521	35	8,558	57	14,079	92
January, 1879,	1,378	15	6,231	36	7,609	51
February, 1879,	2,512	72	7,949	59	10,462	31
March, 1879,	5,584	29	6,250	84	11,835	13
April, 1879,	5,986	06	5,477	32	11,463	38
May, 1879,	7,432	10	12,283	46	19,715	56
June, 1879,	3,424	24	4,363	14	7,787	38
July, 1879,	4,731	80	5,654	34	10,386	14
August, 1879,	2,673	26	6,237	80	8,910	56
September, 1879,	2,348	74	9,995	05	12,343	79
Total,	\$51,806	56	\$97,774	38	\$149,580	94

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous and sale of material.		Total.	
October, 1878,	\$370	22	\$131	64	\$8,344	59	\$8,846	45
November, 1878,	370	22	106	52	8,676	94	4,153	68
December, 1878,	370	23	93	49	7,217	10	7,680	82
January, 1879,	370	22	98	47	2,637	57	3,106	26
February, 1879,	370	22	100	77	2,979	94	3,450	98
March, 1879,	348	95	165	92	8,453	87	3,968	74
April, 1879,	370	22	216	26	8,128	21	3,714	69
May, 1879,	370	22	218	03	3,392	62	3,980	87
June, 1878,	366	59	296	86	16,743	58	17,380	08
July, 1879,	370	22	306	18	10,544	42	11,220	82
August, 1879,	370	22	161	24	5,997	86	6,529	32
September, 1879,	369	23	237	44	6,111	41	6,718	08
Total,	\$4,416	76	\$2,105	82	\$69,228	11	\$75,750	69

Total passenger earnings for the year,	\$57,802	61
Total freight earnings for the year,	149,580	94
Total earnings from all other sources,	75,750	69
Total earnings for the year,	\$283,184	24
Total receipts from all sources on whole length of line,	\$283,184	24
Proportion of earnings in Pennsylvania to earnings of whole line, . .	150,942	42

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$3,956	36
Total,	\$3,956	36
Proportion for Pennsylvania,	\$2,109	19

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$80,821	65
New steel rails, number of tons, 835,	39,195	14
Repairs of bridges,	4,414	00
Repairs of buildings and fixtures,	1,299	25
Repairs of fences,	779	59
Total for maintenance of way,	\$126,509	63
Cost per mile of road kept in repair,	\$1,396	35
Proportion for Pennsylvania,	67,443	70

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$14,179	73
Repairs of machinery,	129	99
Repairs of passenger, baggage, and mail cars,	5,264	71
Repairs of freight cars,	9,605	18
All other expenses for maintenance of motive power and cars, . . .	1,526	80
Total for maintenance of motive power and cars,	\$30,705	91
Cost per mile of road operated,	\$338	91
Proportion for Pennsylvania,	16,869	35

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$23,829	74
Salaries, wages, and incidentals chargeable to freight department, . .	62,439	94
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	3,054	08
Fuel—number of cords of wood, 1,242; cost,	1,855	80
Fuel—number of tons of coal, 9,604; cost,	17,777	15
Oil and waste,	3,072	96
Damages for injuries to persons,	418	56
Damages for cattle killed or injured,	481	50
Damages for loss of goods and baggage,	1,046	47
Taxes,	10,124	39
Telegraph expenses,	785	25
Amount paid other corporations or individuals for use of all other cars,	11,293	17
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	9,848	96
Total miscellaneous,	\$146,027	97
Amount per mile of road operated,	\$1,611	79
Proportion for Pennsylvania,	77,849	46
Total expenditures for operating the road,	303,243	51
Expenses per mile of the road operated,	3,397	05
Expenses per train mile,		71½
Proportion for Pennsylvania,	161,662	51

EARNINGS.

Passenger transportation, local,	\$17,465 83	} Total,	\$57,802	61
Passenger transportation, through,	40,333 78			
Freight transportation, local,	51,806 56	} Total,	149,580	94
Freight transportation, through,	97,774 38			
Mail service,			4,416	76
Express service,			2,105	82
Rents, trackage,			36,212	00
All other sources of income,			33,016	11
Total,			\$283,134	24
Operating Expenses.				
Maintenance of way and buildings,	\$126,509 63			
Maintenance of motive power and cars,	30,705 91			
Miscellaneous,	146,027 97			
Total operating expenses,			303,243	51
Deficit,			\$19,909	27
Earnings per mile of road operated,			\$3,125	10
Expenses per mile of road operated,			3,397	05
Deficit,			271	95

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? American; who pay a stated sum per diem, and different rates on excess, according to distance.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery,

repairs of cars, &c.? Merchants' Dispatch Transportation Company.
Contract made with lessee; we know no particulars.

U. S. MAIL.

What is the compensation paid you by the United States Government
for the transportation of its mails, and on what terms of service? \$4,442 68
per annum. One mail daily each way.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,300,000 00

Surplus at the commencement of the year,	\$124,034	17
Total surplus,	103,458	51
Surplus invested as follows:		
Balance of accounts due company,	4,251	98
Material, fuel, and stores,	4,848	64

The road of this company is leased by the New York Central and Hud-
son River Railroad Company. Separate accounts, however, have been
kept, and from them this report is made. The interest on the company's
funded debt was paid by the lessee as rent, under its lease.

ACCIDENTS TO PERSONS.

	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		6				6
Employees,	1	1		5	1	6
Others,			3	3	3	3
Total,	1	7	3	8	4	15

Statement of each Accident.

- October 4, 1878. At North Warren; James Borland was struck by
engine, while lying on track drunk, and killed.
- October 24. At Irvineton; W. Spinner was struck by engine in station
yard; killed.
- January 10, 1879. At Junction; A. Negus, passenger brakeman, collar
bone broken; caught between cars while coupling.
- February 8. At North Warren; Mark Morton, lying on track, was run
over and killed.
- March 6. At Irvineton; T. Blake, passenger brakeman, hand crushed
while coupling cars.
- March 28. At Frewsburg; boy named Johnson, leg crushed by being
run over by moving car, while attempting to climb up.
- 11 RAILROAD REPORT.

June 9. At Dunkirk; George Gunther, freight brakeman, while coupling cars, had his arm bruised.

June 9. At North Warren; Crene Costen, passenger fireman, in collision near that place, was killed; O. W. Skidmore, engineer, and A. J. Julier, baggageman, badly injured; Charles Johnson, H. N. Cooke, C. Van Horn, H. B. Herrick, D. Valentine, Charles St. John, passengers, slightly injured.

June 10. At Falconer's; W. H. Elliot, freight brakeman, arm bruised, coupling cars.

July 4. At Ackley's; F. Sweeny, attempting to climb moving cars, was run over; leg broken.

August 27. At Irvineton; — Simmerly, walking on track, was struck by engine, and skull and thigh broken.

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared before me, Edwin D. Worcester, president of the Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, who, being duly sworn, did depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of his knowledge and belief.

(Signed) E. D. WORCESTER, *President.*

Sworn and subscribed before me, this 23d day of December, A. D. 1879.

DWIGHT W. PARDEE,

Commissioner for Pennsylvania, residing in New York.

The line of this company being leased, the treasurer is a nominal officer, merely. He is now absent.

R E P O R T

OF THE

East Pennsylvania Railroad Company, for the year ending November 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading, Pa.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
A. E. Borie,	Philadelphia.
J. B. Lippincott,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.
Thomas Hart, junior,	Philadelphia.
Hiester Clymer,	Reading.
George D. Stitzell,	Reading.
Joseph L. Suchter,	Reading.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock, amount subscribed,		\$1,709,550	00
Capital stock paid in by last report,		1,709,550	00
Capital stock, total amount now paid in,		1,709,550	00
Capital stock, number of shares issued,	34,191		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due March 1, 1888, bear interest at seven per cent., which is payable March and September,) amount,		\$495,900	00
Total amount now of funded debt,		\$495,500	00
Funded debt as per last report,	\$495,900		

COST.

Total cost of entire road to date,	\$1,884,683	79
Average of same per mile of road laid, (36 miles,)	52,352	33
Average of same per mile of track laid, (70.9 miles,)	26,582	80

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Reading to Allentown,	36	
Length of single main track,	17.7	
Length of double main track,	18.3	
Aggregate length of main line and branches,	54.3	
Aggregate length of sidings and other track not above enumerated,	16.6	
Aggregate length of main line, branches, leased roads, sidings, and other track,	70.9	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (miles of track,)	70.9
Weight of rail per yard, iron,	64 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	43
Wooden bridges, number of, 23 ; aggregate length, . . .	388 ³ / ₄ feet.
Stone bridges, number of, 7 ; aggregate length,	805 feet.
Iron bridges, number of, 10 ; aggregate length,	202 ⁹ / ₁₆ feet.
Wooden trestles, number of, 3 ; aggregate length,	165 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Catasauqua and Fogelsville railroad, at Al-burtis.

Stations.

Number of stations on main road ; passenger and freight,	12
Number of engine-houses and shops in Pennsylvania : 2	
engine-houses ; 1 shop ; total number entire road, . . .	3
Number of wood and water stations on main road,	5

How is track laid, and on what foundation? Cross-ties, broken stone and cinder ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	\$1,709,550 00
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All returns not here given will be included in the report made by the Philadelphia and Reading Railroad Company, lessees.

Lease dated May 19, 1869, for nine hundred and ninety-nine years.

Terms of lease : Lessees to pay all expenses, interest on bonds, and a dividend of six per cent. per annum to the stockholders.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the East Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.
J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

East Mahanoy Railroad Company, for the year ending
November 30, 1879.

OFFICERS.

Names.	Residences.
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welsh, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Names of Directors.	Residences.
H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lip pincott,	Philadelphia.
John Ashhurst,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	392,550	00
Capital stock paid in by last report,	392,550	00
Capital stock, total amount now paid in,	392,550	00
Capital stock, number of shares issued,	7,851	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$392,550	00
Average of same per mile of road laid, 10 ⁷⁸ / ₁₀₀ miles,	36,686	92
Average of same per mile of track laid, 14 ³⁷ / ₁₀₀ miles,	26,398	80

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line. from East Mahanoy Junction to Waste-House run,	7.54	
Length of single main track,	7.54	
Branches.		
Morris Colliery branch, length of branch, . . . . .	.83	
Oak Hollow Colliery branch, length of branch,	1.45	
North Mahanoy Colliery branch, length of branch, . . . . .	.16	
East Mahanoy Colliery branch, length of branch, . . . . .	.92	
Hillside Colliery branch, length of branch, . . . . .	.80	
Aggregate length of main line and branches,	10.70	
Aggregate length of sidings and other track not above enumerated,	4.17	
Aggregate length of main line, branches, leased roads, sidings, and other track,	14.87	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (miles of track,) 14.87
Weight of rail per yard, iron, 64 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 9
Wooden bridges, number of, 3; aggregate length, 92 feet.
Iron bridges, number of, 6; aggregate length, 1,907 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Mahanoy and Shamokin branch of Philadelphia and Reading railroad, at Mahanoy city.

Stations.

Number of stations on main road: Passenger, 3; freight, 1,
total, 4
Number of wood and water stations on main road, 2
Number of tunnels, 1; aggregate length, 3,411 feet.
How is track laid, and on what foundation? Cross-ties, coal dirt ballast.

Receipts.				
Lease and contract account,	\$25,553 00			
Rents.	37 50			
Miscellaneous,	88 71			
			\$25,679	21
Payments.				
Dividends,	\$23,553 00			
State taxes,	1,177 65			
Contingent expenses,	694 77			
			25,425	42
Surplus,			\$253	79

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$392,550 00

Rate and date of all cash dividends on stock of original
and consolidated companies :

January 15, 1879, 3 per cent.

July 15, 1879, 3 per cent.

Number and per cent. of dividends : Two dividends, 3 per
cent. each.

Amount paid in dividends, \$23,553 00

All returns not here given will be included in the report made by the
Philadelphia and Reading Railroad Company, sub-lessees.

Leased to Little Schuylkill Navigation Railroad and Coal Company, Jan-
uary 12, 1863, for ninety-nine years.

Sub-leased by Philadelphia and Reading Railroad Company, July 7, 1868,
for the balance of the term.

Terms of Lease

Lessees to pay all expenses of operating, and to this company, annually,
as rental, a sum equal to six per cent. on the capital stock, and an additional
sum not exceeding \$2,000, for State taxes and sundry expenses.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. A. Nicolls, president, and John Welch,
treasurer, of the East Mahanoy Railroad Company, who, being duly sworn,
do depose and say that they caused the foregoing statements to be pre-
pared by the proper officers and agents of this company, and having care-
fully examined the same, declare them to be a true, full, and correct state-
ment of the condition and affairs of said company, for the financial year
ending November 30, A. D. 1879, according to the best of their knowledge
and belief.

(Signed) G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me this 29th day of January, A. D. 1880.
J. Y. HUMPHREY, *Notary Public*

REPORT
OF THE
East Brandywine and Waynesburg Railroad Company,
for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John Cornog, President,	Wallace, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
William Morton,	Honeybrook, Pa.
Theo. M. Storb,	New Holland, Pa.
Benjamin F. Kinzer,	New Holland, Pa.
Josiah Bacon,	Philadelphia.
James McClune,	Milford Mills, Pa.
S. M. Felton,	Philadelphia.
George B. Roberts,	Philadelphia.
Amos Diller,	New Holland, Pa.
Edmund Smith,	Philadelphia.
J. N. DuBarry,	Philadelphia.
John Cornog,	Wallace, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	163,600	00
Capital stock paid in by last report,	156,873	00
Capital stock, total amount now paid in,	156,898	00
Capital stock, number of shares issued, 3,108		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due July 1, 1885, bear interest at seven per cent., which is payable July 1 and January 1,) amount,	\$140,000	00
Extension mortgage bonds, (due January 1, 1898, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	200,000	00
Second mortgage bonds, (due January 1, 1873, bear interest at eight per cent., which is payable,) amount,	35,000	00
Total amount now of funded debt,	\$375,000	00
<i>Floating Debt.</i>		
Debt incurred for any purpose, and for what: Outstanding coupons, \$150,459 56		
The amount now of floating debt,	150,459	56
Total amount now of floating and funded debt,	\$525,459	56
Funded debt as per last report, \$375,000 00		
Floating debt as per last report, 126,869 56		
Total cash realized from capital stock and debt,	\$531,898	00

COST.

Total cost of entire road to date, \$537,464 57

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Downingtown to New Holland, . . .	28.11	28.11
Length of single main track,	28.11	28.11
Aggregate length of main line and branches,	28.11	28.11
Aggregate length of sidings and other track not above enumerated,	1.70	1.70
Aggregate length of main line, branches, leased roads, sidings, and other track,	29.81	29.81

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Miles of iron rail in use, in main tracks, 28.11
Weight of rail per yard, (iron,) 45 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 30
Wooden bridges, number of, 30 ; aggregate length, 1,109 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Chester Valley railroad, at Downingtown; Wilmington and Northern railroad, at Waynesburg.

Stations.

Number of stations on main road : Passenger, 22; freight, 18; total, 40
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, 1
Number of wood and water stations on main road, 2

The East Brandywine and Waynesburg railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years, from and after the 1st day of November, 1876, to whom you are referred for information relative to the operations of the line.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$12	70
Total,	\$12	70
Proportion for Pennsylvania,	12	70

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 3,108 shares
at \$50, \$155,400 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, John Cornog, president, and James R. McClure, treasurer, of the East Brandywine and Waynesburg Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true * and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) JOHN CORNOG, *President.*
JAMES R. MCCLURE, *Treasurer.*

Affirmed and subscribed before me this 28th day of January, A. D. 1880.
JOHN C. SIMS, Junior, *Notary Public.*

* Much of the information called for by the foregoing blank being required of the lessee company, the word "full," in the above affidavit, is stricken out.

R E P O R T

OF THE

*East Broad Top Railroad and Coal Company, for the
year ending November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William A. Ingham, President,	Philadelphia.
Edward Roberts, junior, Vice President,	Philadelphia.
William B. Jacobs, Secretary and Treasurer,	Philadelphia.
A. W. Sims, General Superintendent,	Orbisonia, Huntingdon county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Ario Pardee,	Hazleton, Pa.
George B. Markle,	Philadelphia.
Edward Roberts, junior,	Philadelphia.
Edward P. Wood,	Philadelphia.
Percival Roberts,	Philadelphia.
Charles Hacker,	Philadelphia.
Franklin A. Comly,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	650,000	00
Capital stock, amount subscribed,	568,400	00
Capital stock paid in by last report,	549,248	00
Capital stock, total amount now paid in,	549,248	00
Capital stock, number of shares issued, 11,368		
Capital stock, amount paid in on each share, { On 10,000 shares,	50	00
Capital stock, amount paid in on each share, { On 1,368 shares,	38	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1903, bear interest at seven per cent., which is payable semi-annually.) amount,	\$500,000	00
Interest scrip, (due on and after April 1, 1892, bear interest at six per cent., which is payable annually,) amount,	102,550	00
Total amount now of funded debt,	\$602,550	00
Funded debt as per last report, \$561,985 00		
Total cash realized from capital stock and debt,	\$1,002,548	00

COST.

Total cost of entire road to date,	\$915,842	82
Average of same per mile of road laid,	25,697	44
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	137,048	10
Average cost of equipment per mile of road operated by company,	3,847	50
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile,	29,544	94
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Mount Union to Robertsdale,	30	30
Length of single main track,	30	30
Aggregate length of main line and branches,	30	30
Aggregate length of sidings and other track not above enumerated,	5 ⁴² / ₁₀₀	5 ⁴² / ₁₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	35 ⁴² / ₁₀₀	35 ⁴² / ₁₀₀

Gauge.

What is the gauge of your lines?

3 feet.

Track.

Miles of iron rail in use,	35.62
Weight of rail per yard, iron,	40, 54, and 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	22
Wooden bridges, number of, 17; aggregate length, . . .	1,371 feet.
Wooden trestles, number of, 5; aggregate length, . . .	2,783 feet.

Stations.

Number of stations on main road, passenger and freight combined,	9
Number of engine-houses and shops in Pennsylvania, 4; total number entire road,	4
Number of water stations on main road,	6
Value of real estate held by the company, exclusive of roadway,	\$10,717 75
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	10,717 75
Number of tunnels, 2; aggregate length,	1980 feet.

How is track laid, and on what foundation? Oak cross-ties, broken stone and cinder ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than twenty tons weight, .	4	\$9,650	00
Number of locomotives of more than ten tons weight, . . .	2	9,000	00
Number of first-class passenger cars,	2	3,100	00
Number of second-class passenger cars, cinder cars,	10	217	50
Number of baggage, mail, and express cars,	2	1,555	00
Number of freight cars: House cars, 13; trucks, 25; total, .	38	427	63
Number of coal, ore, and stone cars,	186	342	00
Number of caboose cars,	3	250	00

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	16
Average weight of passenger trains, including locomotive and tender, in working order,	42 tons.
Average weight of freight trains, including locomotive and tender, in working order,	119 tons.

Employees.

Average number of persons regularly employed by company, including officials,	102
Same in Pennsylvania,	102

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	25,844
Number of miles run by freight and coal trains.	49,768
Number of through passengers for the year on main road,	485
Number of passengers (all classes) carried in cars, . . .	23,653
Number of passengers carried one mile,	246,945
Number of passengers carried one mile in Pennsylvania, .	246,945
Number of tons of 2,000 pounds of through freight for the year on main road,	67,584
Number of tons of freight carried one mile,	3,483,288 ¹⁸⁴⁸ ₈₈₈
Number of tons of freight carried one mile in Pennsylvania,	3,483,288 ¹⁸⁴⁸ ₈₈₈
Gross amount of tonnage for the year, (2,000 pounds per ton,)	169,692 ⁹¹² ₈₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1878,	1,973	June, 1879,	1,765
January, 1879,	1,748	July, 1879,	2,060
February, 1879,	1,449	August, 1879,	2,952
March, 1879,	1,920	September, 1879,	2,082
April, 1879,	1,845	October, 1879,	1,953
May, 1879,	1,791	November, 1879,	2,120

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	12,226 ¹²¹⁸ ₈₈₈	Stone and lime,	44 ¹⁷⁸⁸ ₈₈₈
Bituminous coal,	109,459 ⁸⁸⁸ ₈₈₈	Agricultural products,	676 ¹⁸⁸⁸ ₈₈₈
Petroleum and other oils, . . .	132 ¹⁸⁸⁸ ₈₈₈	Merchandise and manufactures,	2,562 ¹⁸⁸⁸ ₈₈₈
Pig iron,	19,706 ¹⁸⁸⁸ ₈₈₈	Lumber,	878 ⁸⁸⁸ ₈₈₈
Iron and other ores,	21,348 ¹⁸⁸⁸ ₈₈₈	Other articles,	2,656 ²⁸⁸ ₈₈₈

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3½ cents.
For first-class way passengers,	3½ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, less than car-loads, per ton per mile,	12 cents.
For through coal, per ton per mile,	2½ cents.
For local freight, less than car-loads, per ton per mile, . .	12 cents.
For local coal, per ton per mile,	3 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1878,	\$633	42
January, 1879,	525	87
February, 1879,	495	89
March, 1879,	677	18
April, 1879,	672	69
May, 1879,	593	66
June, 1879,	578	45
July, 1879,	690	36
August, 1879,	1,335	01
September, 1879,	688	00
October, 1879,	679	85
November, 1879,	731	17
Total,	\$8,301	05

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December 1878,	\$5,880	66
January, 1879,	7,522	64
February, 1879,	4,676	67
March, 1879,	7,831	04
April, 1879,	7,726	06
May, 1879,	7,960	26
June, 1879,	7,066	68
July, 1879,	6,622	38
August, 1879,	5,290	30
September, 1879,	7,479	86
October, 1879,	8,208	51
November, 1879,	7,927	47
Total,	\$84,192	53

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1878,	\$205	90	.	.	\$398	13	\$604	03
January, 1879, . . . . .	.	.	.	.	368	21	368	21
February, 1879,	102	38	.	.	328	00	430	38
March, 1879,	254	69	.	.	457	66	712	55
April, 1879,	53	39	.	.	295	55	348	94
May, 1879, . . . . .	.	.	.	.	300	77	300	77
June, 1879,	214	17	.	.	214	97	429	14
July, 1879, . . . . .	.	.	.	.	228	49	228	49
August, 1879,	94	11	.	.	197	23	291	34
September, 1879,	201	26	.	.	259	36	460	62
October, 1879, . . . . .	.	.	.	.	320	57	320	57
November, 1879,	107	02	.	.	298	53	405	55
Total,	\$1,233	12	.	.	\$3,667	47	\$4,900	59

Total passenger earnings for the year,	\$8,301	05
Total freight earnings for the year,	84,192	53
Total earnings from all other sources,	4,900	59
Total earnings for the year,	\$97,394	17
Total receipts from all sources on whole length of line,	\$97,738	93
Proportion of earnings in Pennsylvania to earnings of whole line, All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$2,407	24
New freight cars, cinder cars, number 10,	2,196	18
Total,	\$4,603	42

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$10,422	66
Repairs of bridges and trestles,	2,024	60
Repairs of buildings and fixtures,	94	41
All other expenses for maintenance of way,	1,159	70
Total for maintenance of way,	\$13,701	37
Cost per mile of road kept in repair, (35 ⁸² / ₁₀₀ miles,)	\$384	65
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,356	35
Repairs of machinery,	60	49
Repairs of passenger, baggage, and mail cars,	31	47
Repairs of freight cars,	5,402	17
All other expenses for maintenance of motive power and cars,	3,423	08
Total for maintenance of motive power and cars,	\$10,273	56
Cost per mile of road operated, (thirty miles,)	342	45
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,101	68
Salaries, wages, and incidentals chargeable to freight department,	15,011	78
Wages of switchmen, signal-men, gate-keepers, and watchmen,	2,407	17
Fuel—wood and coal,	1,932	17
Oil and waste,	1,429	62
Damages for loss of goods and baggage,	8	01
Taxes,	3,361	25
Insurance,	268	76
Telegraph expenses,	52	65
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	2,865	68
Total miscellaneous,	\$31,438	77
Amount per mile of road operated, (thirty miles,)	\$1,047	96
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	55,413	70
Total charged to road and equipment,	4,603	42
Expenses per mile of the road operated,	1,847	12
Expenses per mile of single track operated, not including sidings,	1,847	12
Expenses per train mile,		73 ¹⁰ / ₁₀₀
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local and through,	\$8,301	05
Freight transportation, local and through,	84,192	53
Mail service,	1,233	12
Rents,	80	00
All other sources of income on the line of the road,	3,932	23
Total,	\$97,738	93
Operating Expenses.		
Maintenance of way and buildings, \$13,701 34		
Maintenance of motive power and cars, 10,273 56		
Miscellaneous, 31,438 77		
Total operating expenses, being 56 ⁶² / ₁₀₀ per cent. of earnings,	55,413	70
Net earnings,	\$42,325	23
Earnings per mile of road operated,	\$3,257	96
Expenses per mile of road operated,	1,847	16
Net earnings,	\$1,410	80

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation at rate of \$1,233 12 per annum. Service, once daily each way from Mount Union to Broad Top City.

STOCK AND DIVIDENDS.

Amount of common stock outstanding, \$568,400 00
Rate and date of all cash dividends on stock of original and consolidated companies: One tenth per cent. declared on July 10, 1876.

Number and per cent. of dividends: One dividend, of one tenth per cent.

Amount paid in dividends, \$500 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Employés,	1	. . . . .	. . . . .	. . . . .	1	. . . . .
Others, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total,	1	. . . . .	. . . . .	. . . . .	1	. . . . .

Statement of each Accident.

July 14, 1879. Brick arch-plug blew out of passenger engine No. 3, scalding Maurice Woodward, fireman, so badly that he died from the effects in four weeks.

STATE OF PENNSYLVANIA,)
County of Philadelphia, } ss:

Personally appeared before me, William H. Ingham, president, and William B. Jacobs, treasurer, of the East Broad Top Railroad and Coal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WM. A. INGHAM, *President.*
WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this 5th day of March, A. D. 1880.
JOHN RODGERS, *Notary Public.*

R E P O R T
OF THE
Edgewood Railroad Company, for the year ending De-
cember 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
W. H. Shoenberger, President,	_____
Edward Q. Loy, Secretary,	_____
Thomas C. Dickson, Treasurer,	_____
<i>Names of Directors.</i>	<i>Residences.</i>
W. H. Shoenberger,	Cincinnati, Ohio.
Thomas C. Dickson,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
Robert Dickson,	Pittsburgh, Pa.
C. H. Armstrong,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$15,000	00
Capital stock authorized by votes of company,	15,000	00
Capital stock, amount subscribed,	15,000	00
Capital stock paid in by last report,	15,000	00
Capital stock, total amount now paid in,	15,000	00
Capital stock, number of shares issued, 800		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Floating Debt.</i>			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$14,483 05		
Debt incurred for any other purpose,	5,049 59		
Total amount now of floating and funded debt,		\$19,532	64
Floating debt, as per last report,	\$19,582 64		

COST.

Total cost of entire road to date,	\$28,172	36
Average of same per mile of road laid,	28,172	36
Proportion of same for Pennsylvania,	28,172	36
Total cost of entire equipment,	2,000	00
Average cost of equipment per mile of road operated by company,	2,000	00
Proportion of same for Pennsylvania,	2,000	00
Cost of road and equipment per mile,	80,172	36
Proportion of same for Pennsylvania,	80,172	36

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Edgewood intersection to Hampton coal fields,	1	1
Length of single main track,	1	1

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of steel rail in use, 1.6
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 2
Wooden trestles, aggregate length, 349 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth, 1

Stations.

Number of wood and water stations on main road, 1
How is track laid and on what foundation? Earth-bed, slack, and cross-ties.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight, . . .	1	\$2,000	00

What kind of train brake is used on your road? Ordinary brake.
Average number of cars in freight trains, 10 to 14
Average weight of freight trains, including locomotive and tender, in working order, 250 tons.

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of tons of freight carried one mile, 92,000
Number of tons of freight carried one mile in Pennsylvania, 92,000
Gross amount of tonnage for the year, (2,000 pounds per ton,) 92,000

The road, practically, is no public road, a decree of the court having been rendered against it. We, therefore, have no earnings nor operating expenses to report, as, the road being used exclusively as a coal road, all expenses for operating and maintenance of way are borne by the coal works using the road.

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction,		\$28,172	86
Equipment,		2,000	00
Deficit,		4,360	28
		\$34,532	64
CR.			
Capital stock,		\$15,000	00
Unfunded debt,		19,532	64
		\$34,532	64

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$15,000 00

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Edward P. Loy, secretary, and Thomas C. Dickson, treasurer, of the Edgewood Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

EDWARD P. LOY, *Secretary.*
THOMAS DICKSON, *Treasurer.*

Sworn and subscribed before me this 23d day of February, A. D. 1880.
JAMES CORCORAN, *Alderman.*

REPORT

OF THE

*Elmira and Williamsport Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

Names.	Residences.
William C. Longstreth, President,	Philadelphia.
Thomas Neilson, Secretary,	Philadelphia.
Lewis P. Gelger, Treasurer,	Philadelphia.

General offices at 308 Walnut street, Philadelphia.

Names of Directors.	Residences.
William D. Lewis,	Florence, N. J.
Thomas Kimber,	Richmond Hill, N. Y.
Thomas Neilson,	Philadelphia.
William Read Fisher,	Philadelphia.
Lewis P. Geiger,	Philadelphia.
Thomas K. Longstreth,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed: Preferred, \$500,000; common, 500,000; total,	1,000,000	00
Capital stock paid in by last report,	1,000,000	00
Capital stock, total amount now paid in,	1,000,000	00
Capital stock, number of shares issued: Preferred, 10,000; common, 10,000; total,	20,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, extended for thirty years, from January 1, 1880, (due January 1, 1910, bear interest at six per cent., which is payable January 1 and July 1,) amount,	\$1,000,000	00
Five per cent bonds, (due October 1, 1882, bear interest at five per cent., which is payable April 1 and October 1,) amount,	570,000	00
Mortgage on real estate, Elmira, New York, (bear interest at seven per cent., which is payable February 1 and August 1,) amount,	50,000	00
Total amount now of funded debt,	\$1,620,000	00
Funded debt as per last report,	\$1,620,000	00
Total cash realized from capital stock and debt,	\$2,620,000	00

COST.

Total cost of entire road to date,	\$2,268,000	00
Average of same per mile of road laid,	29,439	37
Proportion of same for Pennsylvania,	2,066,925	68
Total cost of entire equipment,	352,000	00
Average cost of equipment per mile of road,	4,589	31
Proportion of same for Pennsylvania,	320,792	70
Cost of road and equipment per mile,	34,028	68
Proportion of same for Pennsylvania,	2,387,718	38

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Williamsport, Pa., to Elmira, N. Y.,	76 ⁷ / ₁₀	69 ² / ₁₀
Length of single main track,	76 ⁷ / ₁₀	69 ² / ₁₀
Length of track laid, if not completed,	76 ⁷ / ₁₀	69 ² / ₁₀

This road is leased to the Northern Central Railway Company, for 999 years from May 1, 1863.

Rent for the year 1879,		\$165,000	00
Payments.			
Interest,	\$102,000	00	
Dividends,	60,000	00	
Organization expenses,	3,000	00	
		165,000	00

The characteristics, doings of the year, earnings, and expenses will be embraced in the report furnished by the lessee.

STOCK AND DIVIDENDS.

Amount of preferred stock, \$500,000 00
Amount of common stock now outstanding, 500,000 00

Rate and date of all cash dividends on stock of original and consolidated companies : January 1, 1879, three and one half per cent. on \$500,000 preferred stock. July 1, 1879, three and one half per cent. on \$500,000 preferred stock. May 1, 1879, two and one half per cent. on \$500,000 common stock. November 1, 1879, two and one half per cent. on \$500,000 common stock.

Number and per cent. of dividends: Two of three and one half per cent. on preferred, and two and one half per cent. on common stock.			
Amount paid in dividends,		\$60,000	00

STATE OF PENNSYLVANIA,) ss :
County of Philadelphia, }

Personally appeared before me, William C. Longstreth, president, and Lewis P. Geiger, treasurer, of the Elmira and Williamsport Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) WILLIAM C. LONGSTRETH, *President.*
LEWIS P. GEIGER, *Treasurer.*

Affirmed and subscribed before me, this 5th day of January, A. D. 1880
J. R. FOULKE, *Notary Public.*

R E P O R T

OF THE

Elmira and Williamsport Railroad, Northern Central
Railway Company, Lessees, for the year end-
ing December 31, 1879.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Williamsport, Pa., to Elmira, N. Y., .	78	70
Length of single main track,	78	70
Aggregate length of main line and branches,	78	70
Aggregate length of sidings and other track not above enumerated,	23 ⁶³ / ₁₀₀	15 ³⁸ / ₁₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	101 ⁶³ / ₁₀₀	85 ³⁸ / ₁₀₀

Gauge.

What is the gauge of your lines? 4.75 feet.

Track.

Miles of iron rail in use, 41.03
Miles of steel rail in use, 60.6
Weight of rail per yard, { Iron, 60 and 64 lbs.
Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 27
Wooden bridges, number of, 26; aggregate length, . . . 3,960 feet.
Wooden trestles, number of, 1; aggregate length, 92.67 feet.

Stations.

Number of stations on main road, passenger and freight, . 21
Number of engine-houses and shops in Pennsylvania, 2;
total number entire road, 3
Number of wood and water stations on main road, . . . 8
How is track laid and on what foundation? With oak and chestnut ties,
and stone or gravel ballast.

Equipment.

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	24
Average weight of passenger trains, including locomotive and tender, in working order,	124 tons.
Average weight of freight trains, including locomotive and tender, in working order,	448 tons.

Employees.

Average number of persons regularly employed by company, including officials,	484
Same in Pennsylvania,	218

DOINGS OF THE YEAR.

Transportation and total Miles run.

Number of miles run by passenger trains,	147,951
Number of miles run by freight and coal trains,	508,457
Number of through passengers for the year on main road,	30,130
Number of passengers (all classes) carried in cars,	121,681
Number of passengers carried one mile,	3,703,977
Number of passengers carried one mile in Pennsylvania,	3,244,923
Number of tons of 2,000 pounds of through freight for the year on main road,	693,040
Number of tons of freight carried one mile,	61,336,074
Number of tons of freight carried one mile in Pennsylvania,	55,045,195
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,118,692
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22 miles.
Average rate of speed adopted by express trains, including stops, (miles per hour,)	26 miles.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10 miles.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	6,741	July, 1879,	13,847
February, 1879,	7,323	August, 1879,	13,926
March, 1879,	8,576	September, 1879,	13,486
April, 1879,	8,793	October, 1879,	11,337
May, 1879,	9,455	November 1879,	10,039
June, 1879,	6,978	December, 1879,	11,810

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal,	666,992	Stone, and lime,	2,232
Petroleum and other oils,	255	Agricultural products,	232,137
Pig iron,	4,234	Merchandise and manufactures,	111,864
Railroad iron,	29,985	Live stock,	11,041
Other iron or castings,	9,826	Lumber,	44,221
Iron and other ores,	1,483	Other articles,	4,423

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through and way passengers, 2.648 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, through coal, local freight, and local coal, per ton per mile,615 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$6,359	58
February, 1879,	6,539	45
March, 1879,	7,369	87
April, 1879,	8,056	84
May, 1879,	7,177	22
June, 1879,	6,731	58
July, 1879,	8,756	92
August, 1879,	10,218	60
September, 1879,	10,954	44
October, 1879,	9,745	86
November, 1879,	7,919	74
December, 1879,	8,249	06
Total,	\$98,079	18

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$24,447	67
February, 1879,	25,101	74
March, 1879,	29,285	09
April, 1879,	26,973	33
May, 1879,	20,854	14
June, 1879,	19,879	28
July, 1879,	29,699	20
August, 1879,	30,049	50
September, 1879,	40,065	81
October, 1879,	41,077	09
November, 1879,	45,546	60
December, 1879,	44,321	72
Total,	\$377,331	17

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$614	85	\$503	73	\$450	55	\$1,569	13
February, 1879,	641	79	503	74	441	30	1,586	83
March, 1879,	614	86	204	51	429	16	1,248	53
April, 1879,	614	85	6	72	410	58	1,032	15
May, 1879,	641	79	821	80	346	14	1,309	73
June, 1879,	614	86	652	10	429	73	1,696	69
July, 1879,	641	79	653	21	402	63	1,697	63
August, 1879,	614	85	545	21	633	65	1,793	71
September, 1879,	614	86	782	97	390	35	1,728	18
October, 1879,	641	79	682	47	941	44	2,265	70
November, 1879,	614	85	623	47	23	77	1,262	09
December, 1879,	614	86	1,177	47	910	61	2,702	94
Total,	\$7,486	00	\$6,607	40	\$5,799	91	\$19,893	31

Total passenger earnings for the year,	\$98,079	13
Total freight earnings for the year,	\$77,331	17
Total earnings from all other sources,	19,893	31
Total earnings for the year,	\$495,803	61
Total earnings from all sources on whole length of line,	\$495,803	61
Proportion of earnings in Pennsylvania to earnings of whole line, . .	444,503	24

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$30,852	86
New steel rails,	23,275	25
Repairs of bridges,	22,184	63
Repairs of buildings and fixtures,	4,544	65
All other expenses for maintenance of way,	39,389	73
Total for maintenance of way,	\$120,247	12
Cost per mile of road kept in repair,	\$1,541	63
Proportion for Pennsylvania,	107,914	08

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$30,872	71
Repairs of tools and machinery,	8,720	44
Repairs of passenger, baggage, and mail cars,	10	28
Repairs of freight cars,	2,714	40
All other expenses for maintenance of motive power and cars,	19,549	20
Total for maintenance of motive power and cars,	\$56,867	01
Cost per mile of road operated,	\$729	06
Proportion for Pennsylvania,	51,034	49

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$28,241	57
Salaries, wages, and incidentals chargeable to freight department, . .	85,993	96
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	9,613	89
Fuel—wood,	2,488	61
Fuel—coal,	87,317	64
Oil, waste, and tallow,	4,679	17
Damages for loss of goods and baggage,	190	05
Taxes,	6,631	57
Insurance,	314	52
Telegraph expenses,	6,677	26
Amount paid other corporations or individuals for use of all other cars, .	57,994	21
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	17,677	46
Total miscellaneous,	\$257,819	91
Amount per mile of road operated,	3,305	88
Proportion for Pennsylvania,	231,376	84
Total expenditures for operating the road,	434,934	04
Expenses per mile of the road operated,	5,576	07

EARNINGS.

Passenger transportation, local and through,	\$98,079	13
Freight transportation, local and through,	377,331	17
Mail service,	7,486	00
Express service,	6,607	40
Rents and miscellaneous receipts,	5,799	91
Total,	\$495,393	61
Operating Expenses.		
Maintenance of way and buildings,	\$120,247	12
Maintenance of motive power and cars,	56,867	01
Miscellaneous,	257,819	91
Total operating expenses, being 87 ¹ / ₁₀ per cent. of earnings, . . .	434,934	04
Net earnings,	\$60,369	57
Earnings per mile of road operated,	\$6,350	04
Expenses per mile of road operated,	5,576	07
Net earnings,	773	97

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Central Express Company, at a fixed percentage of gross receipts.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Canada Southern Line, at a fixed percentage of through rates.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Pullman Parlor Car Company. Parlor and sleeping cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation, (\$93 19 ¹/₂ per mile,) dependent on amount of service performed. No contract made with post office department.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,		1	1	5	1	6
Others,						
Total,		1	1	5	1	6

Statement of each Accident.

March 28, 1879. C. B. Neish, brakeman; one finger jammed while coupling cars, at Dunnings.

April 25. At Ralston, J. L. McLees, brakeman, while coupling had hand jammed; two fingers and thumb on right hand amputated.

May 10. Guy Hendy, brakeman; flesh wound; two fingers; coupling.

May 24. H. G. Keys, brakeman; fell off train near Trout Run; head cut.

October 1. J. P. Hough, brakeman; Trout Run; had flesh wound to two fingers while coupling cars.

November 11. W. W. Terwieliger, conductor, was staking out cars when stake broke, one piece struck him and killed him instantly.

December 16. An extra train south struck a claw bar which trackmen had left lying on track; it flew and struck Richard Mathewson, track foreman, and broke his leg.

STATE OF MARYLAND, }
City of Baltimore, } ss :

Personally appeared before me, J. S. Leib, treasurer, of the Northern Central Railway Company, lessee, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

J. S. LEIB, *Treasurer.*

Sworn and subscribed to before me, this 19th day of February, A. D. 1880.

G. E. SANGSTON, *Notary Public.*

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, A. J. Cassatt, vice president, of the Northern Central Railway Company, lessee, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

A. J. CASSATT, *Vice President.*

Sworn and subscribed before me, this 18th day of February, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

REPORT
OF THE
*Erie and Pittsburgh Railroad Company, for the year
ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William L. Scott, President,	Erie, Pa.
William Brewster, Secretary and Treasurer,	Erie, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
William L. Scott,	Erie, Pa.
David Dows,	New York.
Milton Courtright,	Erie, Pa.
Sidney T. Fairchild,	Cazenovia, N. Y.
Charles M. Reed,	Erie, Pa.
Joseph McCarter,	Erie, Pa.
William Brewster,	Erie, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,500,000	00
Capital stock authorized by votes of company,	2,000,000	00
Capital stock, amount subscribed,	1,998,400	00
Capital stock paid in by last report : \$1,001,900 at par, and ten per cent. on \$996,500,	1,101,550	00
Capital stock, total amount now paid in : \$1,001,900 at par, and ten per cent. on \$996,500,	1,101,550	00
Capital stock, number of shares issued,	39,968	
Capital stock, amount paid in on each share : \$50 on 20,088 shares, and ten per cent. on 19,980 shares.		
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due July 1, 1882, bear interest at seven per cent., which is payable 1st January and 1st July,) amount,	\$291,700	00
Second mortgage bonds, (due March 1, 1890, bear interest at seven per cent., which is payable 1st April and 1st October,) amount,	92,800	00
Consolidated mortgage bonds, (due July 1, 1898, bear interest at seven per cent., which is payable 1st January and 1st July,) amount,	2,193,000	00
Equipment mortgage bonds, (due October 1, 1900, bear interest at seven per cent., which is payable 1st April and 1st October,) amount,	745,000	00
Total amount now of funded debt,	\$3,322,000	00

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$21,886 04	
Debt incurred for any other purpose, and for what,	30,101 50	
The amount now of floating debt,	\$51,987	54
Total amount now of floating and funded debt,	\$3,373,987	54
Funded debt, as per last report,	\$3,322,000 00	
Floating debt, as per last report,	60,785 30	
Total cash realized from capital stock and debt,	\$3,792,635	05

COST.		
Total cost of entire road to date, (101 ³⁴ / ₁₀₀ miles,)	\$3,180,937	28
Average of same per mile of road laid,	31,419	77
Proportion of same for Pennsylvania, (101 ³⁴ / ₁₀₀ miles,)	3,180,937	28
Total cost of entire equipment,	1,895,725	18
Average cost of equipment per mile of road operated by company,	18,725	06
Proportion of same for Pennsylvania, (101 ³⁴ / ₁₀₀ miles,)	1,895,725	18
Cost of road and equipment per mile,	50,144	83
Proportion of same for Pennsylvania, (101 ³⁴ / ₁₀₀ miles,)	5,076,662	44

For characteristics of road, and detailed operations, earnings, and expenditures, refer to report of Pennsylvania company, operating the Erie and Pittsburgh railroad, which railroad is leased the Pennsylvania Railroad Company for the period of nine hundred and ninety-nine years, from the 1st day of March, A. D. 1870, and which is operated, under the said lease, by the said Pennsylvania company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 39,968 shares,
\$50 each, \$1,998,400 00
Rate and date of all cash dividends on stock of original and consolidated companies: March 10, 1879, one and three fourths per cent. on \$1,998,400, \$34,972; June 10, 1879, one and three fourths per cent. on \$1,998,400, \$34,972; September 10, 1879, one and three fourths per cent. on \$1,998,400, \$34,972; December 10, 1879, one and three fourths per cent. on \$1,998,400, \$34,972.

Number and per cent. of dividends: Four dividends, one and three fourths per cent. each,	\$139,888	00
Amount paid in dividends,	139,888	00
Paid to sinking fund, (profit and loss,)	112	00

STATE OF PENNSYLVANIA, }
County of Erie, } ss:
Personally appeared before me, William L. Scott, president, and William Brewster, treasurer, of the Erie and Pittsburgh Railroad Company, who.

being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

W. L. SCOTT, *President.*
WILLIAM BREWSTER, *Treasurer.*

Sworn and subscribed before me this 17th day of January, A. D. 1880.

W. S. BROWN, *Notary Public.*

REPORT

OF THE

*Pennsylvania Company, operating Erie and Pittsburgh
Railroad, for the year ending December 31, 1879.*

OFFICERS OF THE PENNSYLVANIA COMPANY.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
J. N. McCullough, First Vice President,	Pittsburgh.
William Thaw, Second Vice President,	Pittsburgh.
T. D. Messler, Third Vice President and Comptroller,	Pittsburgh.
Clifford S. Sims, Secretary,	Philadelphia.
William H. Barnes, Treasurer,	Pittsburgh.
J. T. Brooks, General Counsel,	Pittsburgh.
F. Slataper, Chief Engineer,	Pittsburgh.
J. D. Layng, General Manager,	Pittsburgh.
J. M. Kimball, Division Superintendent,	Erie.
William Stewart, General Freight Agent,	Pittsburgh.
F. R. Myers, General Passenger and Ticket Agent,	Chicago, Ill.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle to Girard, 81; Dock Junction to Erie Dock, 3.468; total,	84.468	84.468
Aggregate length of main line,	84.468	84.468
Aggregate length of sidings and other track not above enumerated,	26.510	26.510
Aggregate length of main line, sidings, and other track,	110.978	110.978

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 95.073
Miles of steel rail in use, 15.905
Weight of rail per yard, { Iron, 60 pounds.
 { Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 44
Wooden bridges, number of, 8; aggregate length, 1,045 feet.
Stone bridges, number of, 4; aggregate length, 60 feet.
Iron bridges, number of, 1; aggregate length, 99 feet.
Wooden trestles, number of, 29; aggregate length, 3,388 feet.
Combination, number of, 2; aggregate length, 228 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Franklin division, Lake Shore and Michigan Southern railroad, at Jamestown; Atlantic and Great Western railroad, at one mile south of Shenango; Sharpsville railroad, at Sharpsville; Shenango Coal railroad, at one fourth mile north of Wheatland.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Sharon railroad, at Sharon, (under grade.)

Stations.

Number of stations on main road : Passenger, 18; freight, 19; total, 20
Number of engine-houses and shops in Pennsylvania, 4; total number entire road, 4
Number of wood and water stations on main road, 6

How is track laid, and on what foundation? Part of it with common fish-plate connection, and a portion with double angle fish-joint; and ballasted with coarse gravel, sand, and furnace cinder.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	24	\$7,000	00
Number of locomotives of more than 20 tons weight,	5	6,000	00
Number of first-class passenger cars,	5	2,500	00
Number of baggage, mail, and express cars,	4	1,500	00
Number of freight cars: { House cars,	50	390	00
{ Stock,	8	360	00
Number of platform gravel cars,	22	150	00
Number of coal, ore, and stone cars,	1,239	350	00
Number of caboose cars,	12	400	00

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	15
Average weight of passenger trains, including locomotive and tender, in working order,	106 tons.
Average weight of freight trains, including locomotive and tender, in working order,	343 tons.

Employees.

Average number of persons regularly employed by company, including officials,	534
Same in Pennsylvania,	534

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	147,673
Number of miles run by freight and coal trains,	402,755
Number of through passengers for the year on main road,	6,279
Number of passengers (all classes) carried in cars,	125,942
Number of passengers carried one mile,	2,592,556
Number of passengers carried one mile in Pennsylvania,	2,592,556
Number of tons of 2,000 pounds of through freight for the year on main road,	21,415
Number of tons of freight carried one mile,	41,094,312
Number of tons of freight carried one mile in Pennsylvania,	41,094,312
Gross amount of tonnage for the year, (2,000 pounds per ton,)	715,282
Average rate of speed adopted by express trains, including stops, (miles per hour,)	23
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	7,379	August, 1879,	11,011
February, 1879,	7,564	September, 1879,	14,397
March, 1879,	10,561	October, 1879,	14,054
April, 1879,	10,125	November, 1879,	10,303
May, 1879,	9,256	December, 1879,	10,244
June, 1879,	9,478		
July, 1879,	11,570	Total,	125,942

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	12	Agricultural products,	6,805
Bituminous coal,	360,072	Merchandise and manufactures,	10,161
Petroleum and other oils,	5,639	Live stock,	3,923
Pig iron,	53,412	Lumber,	13,471
Railroad iron,	414	Other articles,	22,334
Other iron or castings,	16,744	Coke,	59,993
Iron and other ores,	111,018		
Stone and lime,	51,284	Total,	715,282

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2½ cents.
For first-class way passengers,	3 cents.

The rate per Ton (of 2,000 pounds,) per Mile charged for freight.

For through freight and through coal, per ton per mile, .	.798 cents.
For local freight and local coal, per ton per mile,	1.122 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$569	47	\$4,160	92	\$4,730	39
February, 1879,	554	90	4,120	84	4,675	74
March, 1879,	603	91	5,852	96	6,456	87
April, 1879,	720	22	5,879	99	6,600	21
May, 1879,	766	78	5,331	78	6,098	56
June, 1879,	789	60	5,821	56	6,561	16
July, 1879,	1,527	85	6,247	94	7,775	79
August, 1879,	1,957	06	6,618	67	8,575	73
September, 1879,	2,250	47	6,994	19	9,244	66
October, 1879,	1,119	70	7,595	77	8,715	47
November, 1879,	656	75	5,735	69	6,392	44
December, 1879, approximated, . .	760	50	5,951	34	6,711	84
Total,	\$12,227	21	\$70,311	65	\$82,538	86

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,362	48	\$25,616	00	\$26,978	48
February, 1879,	1,770	13	14,309	70	16,079	83
March, 1879,	2,023	98	24,484	34	26,508	32
April, 1879,	858	04	44,071	12	44,929	16
May, 1879,	887	14	52,923	60	53,810	74
June, 1879,	668	34	41,167	64	41,835	98
July, 1879,	722	30	41,990	72	42,713	02
August, 1879,	722	62	38,948	56	39,671	18
September, 1879,	739	60	42,899	57	43,639	17
October, 1879,	1,116	37	44,259	73	45,376	10
November, 1879,	884	99	34,988	02	35,873	01
December, 1879,*	620	00	38,359	67	38,979	67
Total,	\$12,375	94	\$444,018	67	\$456,394	61

*Approximated.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . .	\$786	03	\$290	87	\$84	23	\$1,161	13
February, 1879, .	786	03	344	58	156	27	1,286	88
March, 1879, . . .	786	03	385	96	3,006	10	4,178	09
April, 1879, . . .	786	03	432	68	829	29	2,048	00
May, 1879,	786	03	441	10	1,107	23	2,334	36
June, 1879,	786	03	443	31	973	64	2,202	98
July, 1879,	786	03	438	70	1,219	75	2,444	48
August, 1879, . . .	786	03	265	07	1,074	89	2,125	99
September, 1879, .	786	03	689	37	9,747	03	11,222	43
October, 1879, . . .	786	03	489	73	1,928	77	3,204	53
November, 1879, . .	770	97	560	80	2,801	19	4,132	96
December, 1879, *	786	03	526	40	1,214	52	2,526	95
Total,	\$9,417	30	\$5,308	57	\$24,142	91	\$38,868	78
Total passenger earnings for the year,							\$82,538	86
Total freight earnings for the year,							456,394	61
Total earnings from all other sources,							38,868	78
Total earnings for the year,							\$577,802	25
Total receipts from all sources on whole length of line,							\$577,802	25

*Approximated.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$100,540	38
New iron rails,	4,606	40
New steel rails, number of tons, 901,740,	13,834	15
Repairs of bridges,	17,332	56
Repairs of buildings and fixtures,	10,394	33
Repairs of fences,	2,136	02
All other expenses for maintenance of way,	1,393	84
Total for maintenance of way,	\$150,237	68
Cost per mile of road kept in repair,	\$1,480	17

	Miles.
Length of road operated, New Castle to Girard,	81
Dock Junction to docks,	3.468
	84.468
Lake Shore and Michigan Southern railway, Girard to Erie,	17
	101.468

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$12,855	89
Repairs of machinery,	683	63
Repairs of passenger, baggage, and mail cars,	3,305	51
Repairs of freight cars,	67,413	51
All other expenses for maintenance of motive power and cars,	8,750	64
Total for maintenance of motive power and cars,	\$93,009	18
Cost per mile of road operated,	916	34

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$23,492	20
Salaries, wages, and incidentals chargeable to freight department,	98,463	77
Wages of switchmen, signal-men, gate-keepers, and watchmen,	6,240	11
Fuel—number of cords of wood, 2,503; cost,	2,885	01
Fuel—number of tons of coal, 20,948; cost,	20,719	55
Oil and waste,	3,898	09
Damages for injuries to persons,	392	45
Damages for cattle killed or injured,	20	00
Damages for loss of goods and baggage,	107	93
Taxes,	4,624	93
Telegraph expenses,	6,207	71
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	3,924	39
Total miscellaneous,	\$170,976	14
Amount per mile of road operated,	\$1,684	49
Total expenditures for operating the road,	414,223	00
Expenses per mile of the road operated,	4,081	00
Expenses per mile of single track operated, not including sidings,	4,081	00
Expenses per train mile,		75 ²⁸ / ₁₀₀

EARNINGS.

Passenger transportation, local,	\$70,311 65	} Total,	\$84,538	86
Passenger transportation, through,	12,227 21			
Freight transportation, local,	\$444,018 67	} Total,	456,934	61
Freight transportation, through,	12,375 94			
Mail service,			9,417	30
Express service,			5,308	55
All other sources of income,			24,142	91
Total,			\$577,802	25
Operating Expenses.				
Maintenance of way and buildings,	\$150,237 68			
Maintenance of motive power and cars,	93,009 18			
Miscellaneous,	170,976 14			
Total operating expenses, \$414,223, being 71 ⁶² / ₁₀₀ per cent. of earnings,			414,223	00
Net earnings,			\$163,579	25
Earnings per mile of road operated,			\$5,692	60
Expenses per mile of road operated,			4,081	00
Net earnings,			\$1,611	60

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. Rate, forty per cent. of gross receipts on money and freight business; rate, seventy per cent. of gross receipts on oyster business.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$9,417 30 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	1	7		1	1	8
Others,				1		1
Total,	1	7		2	1	9

Statement of each Accident.

1879. January 14. George Mathews, a brakeman in Erie yard, slipped while going between two cars to make a coupling, and in throwing up his hand to save himself from falling it was caught between the dead-woods and crushed so badly as to render amputation necessary, at the wrist.

March 6. William Mahoney, a brakeman, at Dock Junction, had the second finger of right hand taken off at the second joint, while coupling cars.

April 19. A man (name Shoemaker) on canal bridge at Kimberley's furnace, Sharon, while under the influence of liquor, was struck by switch engine, No. 413, while running very slow, and pushed off the end of the bridge, falling about ten feet, but not injuring him severely.

May 17. W. R. Blackford, a brakeman, at Dock Junction had three fingers of his right hand crushed so badly as to necessitate the amputation of the same. Accident happened while coupling running cars that were detached from the engine.

June 9. William Phillips, a brakeman, slipped while climbing on a car at Sharpsville, fell to the ground, and slightly injured his head and back.

July 4. Robert McQuillen, a track laborer, while attempting to board train No. 8, at Clarksville bridge, fell under the train; one arm was torn off and he was so internally injured that he died during the evening.

November 3. A. L. Blystone, a brakeman in Sharon yard, had the second finger of his left hand broken and the flesh of the hand cut while drawing a coupling pin. Accident was the cause of not using proper care on his part.

November 17. Jerry Shea, a track laborer at Erie dock, had his leg broken by a rail that had been taken out of the track, and flew back when thrown to one side on the ground, striking him on the leg.

November 18. Henry Quigley, a brakeman at Erie dock, was injured by being caught between two crippled cars he was attempting to couple, by the draw-heads slipping by each other and letting the cars come together; not seriously injured.

December 25. John Garner, a brakeman, had his ankle sprained by the handle of a turn-table breaking and throwing him to the ground, while turning the engine of train No. 9, at New Castle, Pa.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, third vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating the Erie and Pittsburgh railroad, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)THOS. D. MESSLER.
Third Vice President.
J. P. FARLEY, Auditor.

Sworn and subscribed before me, this 4th day of February, A. D. 1880.
FRANK SEMPLE, Notary Public.

REPORT

OF THE

Ebensburg and Cresson Railroad Company for the year ending December 31, 1879.

OFFICERS.	
Names.	Residences.
A. A. Barker, President,	Ebensburg.
Abel Lloyd, Secretary,	Ebensburg.
F. H. Barker, Treasurer,	Ebensburg.
R. L. Johnston, General Solicitor,	Ebensburg.

<i>Names of Directors.</i>	<i>Residences.</i>
Wistar Morris,	Philadelphia.
Josiah Bacon,	Philadelphia.
N. P. Shortridge,	Philadelphia.
S. Kneass,	Philadelphia.
T. T. Firth,	Philadelphia.
George I. Rodgers,	Ebensburg.
Thomas Davis,	Ebensburg.
Edward Roberts,	Ebensburg.
Thomas Griffith,	Ebensburg.
Richard Jones,	Ebensburg.
F. H. Barker,	Ebensburg.
Abel Lloyd,	Ebensburg.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	42,000	00
Capital stock paid in by last report,	42,000	00
Capital stock, total amount now paid in,	42,000	00
Capital stock, number of shares issued,	840	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1881, bear interest at six per cent.,) amount,	\$80,000	00
Total amount now of funded debt,	\$80,000	00
Total amount now of floating and funded debt, (mortgage bonds,)	\$80,000	00
Funded debt, as per last report, (mortgage bonds,)	\$80,000	00

COST.

Total cost of entire road to date, \$122,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ebensburg to Cresson,	11	11
Length of single main track,	11	11

Gauge.

What is the gauge of your lines, 4 feet 9 inches.

Track.

Miles of iron rail in use, 11
Weight of rail per yard: Iron, 45 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	1
Wooden bridges, number of, 1 ; aggregate length, . . .	40 feet.

Stations.

Number of stations on main road, passenger and freight, .	3
Number of engine-houses and shops in Pennsylvania, .	1
Number of wood and water stations on main road, .	2
Value of real estate held by the company, exclusive of road-way,	\$400 00

How is track laid, and on what foundation? On oak ties, partly stone and gravel ballast.

Term and Conditions of Lease of Ebensburg and Cresson railroad to Pennsylvania Railroad Company.

Lease dated March 6, A. D. 1862.
Term, nine hundred and ninety-nine years.

Conditions: That the party of the second part, (Pennsylvania Railroad Company,) shall, at all times during the term aforesaid, have full and exclusive power, right, and authority to use, manage, and work the said railroad, fix the tolls, charge and collect tolls, shall and will, annually, appropriate and apply the gross receipts of said demised railroad property and appurtenances: First, to the payment of the annual cost of repairing, maintaining, and perpetuating for public use the said railroad and all expenses of running and using the same, and all taxes or assessments, premium for insurance, and other lawful charges thereupon; second, to the payment, semi-annually, and in full, if sufficient therefor, and if insufficient therefor, then to the payment, *pro rata*, of all the interest to become due upon the bonds of the party of the first part, (Ebensburg and Cresson Railroad Company,) for \$80,000, secured by mortgage dated on the . . . day of August, A. D. 1861; third, to the payment of the surplus, if any thereafter remaining, semi-annually, to the party of the first part, (Ebensburg and Cresson railroad,) their successors or assigns.

STATE OF PENNSYLVANIA, }
County of Cambria, } ss:

Personally appeared before me, A. A. Barker, president, and F. H. Barker, treasurer, of the Ebensburg and Cresson Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial

NOTE.—This road is leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years—see conditions of lease on page —, therefore we are unable to make full or detailed report.

year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

A. A. BARKER, *President.*
F. H. BARKER, *Treasurer.*

Affirmed and subscribed before me, this 27th day of January, A. D. 1880.
RICHARD JONES, Junior, *J. P.*

REPORT

OF THE

Emlenton, Shippenville and Clarion Railway Company,
for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William L. Fox, President,	Foxburg, Pa.
Honorable J. M. Dickey, Vice President,	Franklin, Pa.
Dawes E. Furness, Secretary and Treasurer,	Foxburg, Pa.
C. W. Mackey, General Solicitor,	Franklin, Pa.
Benjamin B. Newton, General Superintendent,	Foxburg, Pa.
General offices at Foxburg, Clarion county.	

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Fox,	Foxburg, Pa.
A. W. Smiley,	Foxburg, Pa.
Samuel Tippetery,	Foxburg, Pa.
Benjamin B. Newton,	Foxburg, Pa.
James B. Blakslee,	St. Petersburg, Pa.
Honorable J. M. Dickey,	Franklin, Pa.
C. W. Mackey,	Franklin, Pa.
James Bennett,	Emlenton, Pa.
P. F. Cribbs,	Edenburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, total amount now paid in,	150,000	00

DEBT.

Funded Debt.	
First mortgage bonds, (due 1887, bear interest at 7 per cent., which is payable May 1 and November 1, semi-annually,) amount,	\$150,000 00
Total amount now of funded debt,	\$150,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$9,910 48
The amount now of floating debt,	9,910 48
Total amount now of floating and funded debt,	\$150,910 48
Funded debt, as per last report,	\$150,000 00
Floating debt, as per last report,	8,476 10
Total cash realized from stock and debt,	300,000 00

COST.

Total cost of entire road to date,	\$313,476 05
Average of same per mile of road laid,	10,449 20
Proportion of same for Pennsylvania,	10,449 20
Total cost of entire equipment,	80,177 68
Average cost of equipment per mile of road operated by company,	2,672 58
Proportion of same for Pennsylvania,	2,672 58
Cost of road and equipment per mile,	13,121 78
Proportion of same for Pennsylvania,	13,121 78

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Emlenton to Clarion,	29.7	29.7
Length of single main track,	29.7	29.7
Aggregate length of main line and branches,	29.7	29.7
Aggregate length of sidings and other track, not above enumerated,	2.4	2.4
Aggregate length of main line, branches, leased roads, sidings, and other track,	32.1	32.1

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 64.2
Weight of rail per yard, iron, 35 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 51
Wooden bridges, number of, 1; aggregate length, 220 feet.
Wooden trestles, number of, 50; aggregate length, 9,815 feet.

Stations.	
Number of stations on main road, passenger and freight, .	20
Number of engine-houses and shops in Pennsylvania, 2; total number entire road,	2
Number of wood and water stations on main road, . . .	6
Value of real estate held by the company, exclusive of road- way,	\$606 00
Value of real estate held by the company, exclusive of road- way, in Pennsylvania,	606 00
How is track laid, and on what foundation? Oak ties, splice-bar joints, and broken stone ballast.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	5	\$6,377	80
Number of second-class passenger cars,	6	1,891	66
Number of baggage, mail, and express cars,	2	1,025	00
Number of freight cars: House cars, 20; trucks, 50; total, . .	70	298	38
Number of caboose cars,	2	300	00

Average number of cars in passenger trains, including bag- gage cars,	4
Average number of cars in freight trains,	4

Employees.	
Average number of persons regularly employed by com- pany, including officials,	75
Same in Pennsylvania,	75

DOINGS OF THE YEAR.	
Transportation and total Miles Run.	
Number of passengers, (all classes,) carried in cars, . . .	49,179
Number of passengers carried one mile,	401,525
Number of passengers carried one mile in Pennsylvania, .	401,525
Number of tons of freight carried one mile,	148,548 ¹²¹⁴ / ₁₀₀₀
Number of tons of freight carried one mile in Pennsylvania,	148,548 ¹²¹⁴ / ₁₀₀₀
Gross amount of tonnage for the year, (2,000 pounds per ton,)	11,097 ¹⁶²⁵ / ₁₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly statement of Passengers (all classes) carried in Cars.

January, 1879,	5,592	July, 1879,	2,979
February, 1879,	4,467	August, 1879,	2,671
March, 1879,	6,702	September, 1879,	2,865
April, 1879,	5,902	October, 1879,	3,139
May, 1879,	3,580	November, 1879,	3,716
June, 1879,	2,879	December, 1879,	4,687

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	734,111	Merchandise and manufactures,	6,336,188
Bituminous coal,	1,935,780	Lumber,	736,554
Agricultural products,	1,160,187	Other articles,	193,178

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class way passengers,	6½ cents
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The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For local freight, per ton per mile,	12½ cents.
For local coal, per ton per mile,	7½ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$2,824 75	
February, 1879,		2,354 05	
March, 1879,		8,545 60	
April, 1879,		8,169 95	
May, 1879,		2,072 28	
June, 1879,		1,862 80	
July, 1879,		1,663 05	
August, 1879,		1,704 40	
September, 1879,		1,854 50	
October, 1879,		1,668 30	
November, 1879,		2,066 10	
December, 1879,		2,569 05	
Total,		\$26,852 83	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$1,388 83	
February, 1879,		1,370 16	
March, 1879,		2,837 16	
April, 1879,		1,959 91	
May, 1879,		1,751 12	
June, 1879,		1,174 06	
July, 1879,		778 74	
August, 1879,		845 07	
September, 1879,		1,040 55	
October, 1879,		1,397 48	
November, 1879,		1,366 35	
December, 1879,		1,483 90	
Total,		\$17,393 83	

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . .	\$178	56	\$62	92	.	.	.	.
February, 1879, .	246	50	50	18	.	.	.	.
March, 1879, . . .	.	.	47	74	.	.	.	.
April, 1879, . . .	146	76	52	51	.	.	.	.
May, 1879,	278	16	55	47	.	.	.	.
June, 1879, . . . .	.	.	60	89	.	.	.	.
July, 1879, . . . .	.	.	45	80	.	.	.	.
August, 1879, . .	424	57	40	55	.	.	.	.
September, 1879, .	.	.	46	27	.	.	.	.
October, 1879, . .	111	12	42	00	.	.	.	.
November, 1879, .	.	.	45	63	.	.	.	.
December, 1879, .	314	00	53	21	\$40	61	.	.
Total,	\$1,699	67	\$608	17	\$40	61	\$2,343	45

Total passenger earnings for the year,	\$26,852	83
Total freight earnings for the year,	17,393	83
Total earnings from all other sources,	2,343	45
Total earnings for the year,	\$46,589	61
Total receipts from all sources on whole length of line,	\$46,589	61
Proportion of earnings in Pennsylvania to earnings of whole line, . .	46,589	61

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$50	00
Passenger and freight-houses,	55	23
Engine-houses, car sheds, wood and coal sheds, and water tanks, . .	5	00
Any other expenditures chargeable to this account,	535	18
Total,	\$645	36
Proportion for Pennsylvania,	\$645	36

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,591	12
Repairs of bridges and trestles,	1,082	52
Repairs of fences,	17	14
All other expenses for maintenance of way,	3,412	50
Total for maintenance of way,	\$10,103	28
Cost per mile of road kept in repair,	\$336	77
Proportion for Pennsylvania,	336	77

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,553	17
Repairs of machinery,	220	75
Repairs of passenger, baggage, and mail cars,	472	59
Repairs of freight cars,	278	42
All other expenses for maintenance of motive power and cars, . . .	947	25
Total for maintenance of motive power and cars,	\$4,472	18
Cost per mile of road operated,	149	07
Proportion for Pennsylvania,	149	07

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$6,624	50
Salaries, wages, and incidentals chargeable to freight department,	7,305	76
Wages of switchmen, signal-men, gate-keepers, and watchmen,	1,155	92
Fuel—number of cords of wood, 90; cost,	108	00
Fuel—number of tons of coal, 1,709; cost,	2,135	74
Oil and waste,	487	07
Damages for loss of goods and baggage,	79	01
Taxes,	618	16
Insurance,	113	00
Telegraph expenses,	1,371	50
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	8,716	12
Total miscellaneous,	\$23,714	87
Amount per mile of road operated,	\$790	49
Proportion for Pennsylvania,	790	49
Total expenditures for operating the road,	38,290	33
Total charged to road and equipment,	38,935	69
Expenses per mile of the road operated,	1,276	34

EARNINGS.

Passenger transportation, local,	\$26,852	83
Freight transportation, local,	17,393	33
Mail service,	1,699	67
Express service,	603	17
All other sources of income,	40	61
Total,	\$46,589	61
Operating Expenses.		
Maintenance of way and buildings,	\$10,103	28
Maintenance of motive power and cars,	4,472	18
Miscellaneous,	23,714	87
Total operating expenses, being 82 per cent. of earnings,	38,290	33
Less interest,	51	35
Net earnings,	\$8,247	93
Earnings per mile of road operated,	\$1,552	98
Expenses per mile of road operated,	1,276	34
Net earnings,	\$276	64

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Union Express, 1½ first-class freight rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$56 65 per mile per year.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	\$150,000 00
Number and per cent. of dividends: No. 2, 8½ per cent., \$150,000, \$12,750; No. 3, 16½ per cent., \$104,500, \$17,556.	
Amount paid in dividends,	30,306 00

STATE OF PENNSYLVANIA, }
County of Clarion, } ss:

Personally appeared before me, Benjamin B. Newton, superintendent, and Dawes E. Furness, treasurer, of the Emlenton, Shippenville, and Clarion Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of their knowledge and belief.

(Signed) BENJ. B. NEWTON, *Superintendent.*
DAWES E. FURNESS, *Treasurer.*

Sworn and subscribed before me, this 26th day of February, 1880.
E. W. FLANDERS, *Notary Public.*

REPORT

OF THE

*Fayette County Railroad Company, for the year ending
November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William Beeson, President,	Uniontown, Pa.
Jasper M. Thompson, Secretary and Treasurer,	Uniontown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William Beeson,	Uniontown.
Ewing Brownfield,	Uniontown.
Richard Miller,	Uniontown.
J. M. Thompson,	Uniontown.
E. B. Dawson,	Uniontown.
Daniel Kaine,	Uniontown.
J. K. Ewing,	Uniontown.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,500,000	00
Capital stock, amount subscribed,	98,350	00
Capital stock paid in by last report, besides there were donations, \$1,040,	125,395	71
Capital stock, total amount now paid in,	125,395	71
Capital stock, number of shares issued,	2,148	
Capital stock, amount paid in on each share,	16	66½
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date, as near as we can ascertain, \$130,000 00

CHARACTERISTICS OF ROAD.

<i>Main Line.</i>	<i>MILES.</i>	
	<i>Whole length.</i>	<i>Length in Penn'a.</i>
Length of main line, from Uniontown, Pa., to Connellsville, Pa.,	12½	All.
Length of single main track,	12½	All.
Aggregate length of main line and branches,	12½	All.
Aggregate length of main line, branches, leased roads, sidings, and other track: These are continually changing to accommodate coke works, and are supposed to be near 500 feet.		

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in-use, 12.66½
Weight of rail per yard, iron, about one fourth of the road
56 pounds, balance, 43 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 23
Wooden bridges, number of, 22; aggregate length, supposed to be, 2,000 feet.
Wooden trestles, number of, 1; aggregate length, 150 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Southwest Pennsylvania railway, at Connellsville, over grade.

Stations.

Number of stations on main road: Passenger, 7; freight,
9; total, 16

Number of water stations on main road, 1

How is track laid and on what foundation? On cross-ties laid on broken
stone, and filled between with broken stones.

EARNINGS.

Rents,	\$9,000	00
Total,	\$9,000	00
Operating Expenses.		
Miscellaneous: Taxes, \$429 60; other expenses, \$3 08, \$432 68		
Total operating expenses, being about five per cent. of earnings,	432	68
Net earnings,	\$3,567	32

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what
conditions as to rates, use of track, machinery, repairs of cars, &c.? Balti-
more and Ohio Express, Baltimore and Ohio railroad for terms, &c.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: Capital stock, \$107,400 00

Rate and date of all cash dividends on stock of original and
consolidated companies: Quarterly dividends of two per
cent. or eight per cent., annually, were declared January
1, April 1, July 1, and October 1, 1879.

Number and per cent. of dividends: Four dividends, eight
per cent.

Amount paid in dividends, 8,592 00

The Fayette County railroad is leased to the Pittsburgh and Connells-
ville Railroad Company for ninety-nine years, from November 1, 1864, and
all questions not answered by us are supposed to fall to them.

STATE OF PENNSYLVANIA, }
County of Fayette, } ss:

Personally appeared before me, William Beeson, president, and Jasper M.
Thompson, treasurer, of the Fayette County Railroad Company, who,
being duly sworn, do depose and say that they caused the foregoing state-
ments to be prepared by the proper officers and agents of this company,
and having carefully examined the same, declare them to be a true, full, and
correct statement of the condition and affairs of said company, for the

financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

WILLIAM BEESON, *President.*
J. M. THOMPSON, *Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1880.
MARSHALL N. LEWIS, *Justice of the Peace.*

R E P O R T.

OF THE

*Fall Brook Coal Company, Lessees and Operators of the
Corning, Cowanesque and Antrim Railway Com-
pany, for the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George J. Magee, President,	Watkins, Schuyler county, N. Y.
John Lang, Secretary and Treasurer,	Corning, Steuben county, N. Y.
Anton Hardt, Chief Engineer,	Wellsboro, Tioga county, N. Y.
A. H. Gorton, General Superintendent,	Corning Steuben county, N. Y.
H. A. Horning, General Freight and Passenger Ag't,	Corning, Steuben county, N. Y.
John H. Lang, General Auditor,	Corning, Steuben county, N. Y.

COST.

Total cost of entire equipment,*	\$528,887	13
Average cost of equipment per mile of road operated by company,	3,672	82
Proportion of same for Pennsylvania, ⁵⁵ / ₁₄₄ ,	202,005	10

* The above equipment is used by Fall Brook Coal Company in operating the Corning, Cowanesque and Antrim railway, the Syracuse, Geneva and Corning railway, and Geneva and Lyons railroad. Total miles of road operated 144, of which 55 miles is in the State of Pennsylvania.

<i>Equipment.</i>	<i>Number.</i>	<i>Average cost of each.</i>	
Number of locomotives of more than 40 tons weight,	6	\$7,200	00
Number of locomotives of more than 30 tons weight,	15	5,600	00
Number of first-class passenger cars,	7	3,800	00
Number of second-class passenger cars,	4	2,200	00
Number of baggage, mail, and express cars,	6	2,000	00
Number of freight cars, { House cars, 37 } { Trucks, { Gondolas, . . . 110 } 163 } { Lumber cars, . 53 }	200	{ 540 } { 325 }	00 00
Number of coal dumps, four-wheeled,	775	210	00
Number of gravel cars,	37	110	00
Number of caboose cars,	13	420	00
Number of wrecking and tool cars,	2	700	00

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains, eight-wheels, .	30
Average weight of passenger trains, including locomotive and tender, in working order,	65 tons.
Average weight of freight trains, including locomotive and tender, in working order,	310 tons.

Employees.

Average number of persons regularly employed by company, including officials,	230
Same in Pennsylvania,	85

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	56,653
Number of miles run by freight trains,	24,101
Number of miles run by coal trains,	107,708
Number of through passengers for the year on main road, .	2,179
Number of passengers (all classes) carried in cars, . . .	60,668
Number of passengers carried one mile,	1,086,713
Number of passengers carried one mile in Pennsylvania, .	624,475
Number of tons of 2,000 pounds of through freight for the year on main road,	230,214
Number of tons of freight carried one mile,	19,514,527
Number of tons of freight carried one mile in Pennsylvania, .	10,009,685
Gross amount of tonnage for the year, (2,000 pounds per ton,)	707,885
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	11

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	3,441	July, 1879,	5,965
February, 1879,	2,895	August, 1879,	10,116
March, 1879,	4,560	September, 1879,	5,894
April, 1879,	4,609	October, 1879,	5,122
May, 1879,	4,244	November, 1879,	4,648
June, 1879,	4,242	December, 1879,	4,982

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal, . .	653,064	Agricultural products,	4,677
Petroleum and other oils,	160	Merchandise and manufactures, . .	14,999
Railroad iron,	510	Live stock,	40
Other iron or castings,	80	Lumber,	28,689
Stone and lime,	450	Other articles,	5,266

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	6½ cents.
For through coal, per ton per mile,	2½ cents.
For through coal, not less than 100,000 tons, per ton per per mile,	1½ cents.
For local freight, per ton per mile,	8 cents.
For local coal, per ton per mile,	4 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.*	Local.*	Total.
January, 1879,			\$1,853 96
February, 1879,			1,491 67
March, 1879,			2,290 87
April, 1879,			2,360 53
May, 1879,			2,224 66
June, 1879,			2,076 03
July, 1879,			2,957 14
August, 1879,			8,524 07
September, 1879,			8,071 11
October, 1879,			2,708 73
November, 1879,			2,444 39
December, 1879,			2,509 66
Total,			\$29,512 32

From Transportation of Freight.

MONTHS.	Through.*	Local.*	Total.
January, 1879,			\$15,057 50
February, 1879,			19,797 41
March, 1879,			19,959 79
April, 1879,			21,584 33
May, 1879,			22,069 54
June, 1879,			24,630 92
July, 1879,			20,995 32
August, 1879,			21,795 20
September, 1879,			25,238 75
October, 1879,			30,079 40
November, 1879,			28,194 92
December, 1879,			32,737 39
Total,			\$282,140 47

* No apportionment made.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$651	33	\$243	41	1	15	\$895	89
February, 1879,			92	66	8	93	101	59
March, 1879,	303	69	54	01	26	84	384	54
April, 1879,	582	08	78	42	51	58	712	08
May, 1879,			127	26	7	13	134	39
June, 1879,			219	28	25	22	244	50
July, 1879,	885	77	419	15	1	08	1,306	00
August, 1879,			327	34	9	68	337	02
September, 1879,	210	59	279	65	29	34	519	58
October, 1879,	675	16	331	86	13	99	1,021	01
November, 1879,			226	04	247	47	478	51
December, 1879,	304	46	217	40	23	01	544	87
Total,	\$3,613	08	\$2,616	48	\$445	42	\$6,674	98
Total passenger earnings for the year,							\$29,512	32
Total freight earnings for the year,							282,140	47
Total earnings from all other sources,							6,674	98
Total earnings, rolling stock on Syracuse, Geneva and Corning rail- way,							185,686	88
Total earnings for the year,							\$454,014	65
Total receipts from all sources on whole length of line, as above,							\$454,014	65
Proportion of earnings in Pennsylvania to earnings of whole line,							185,530	08

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Passenger and freight houses,	\$847	94
New locomotives, number, 2,	12,900	00
New passenger cars, number, 2,	6,500	00
New mail and baggage cars, number, 1,	1,800	00
New freight cars: Gondolas, number, 50,	16,000	00
New machine shops, machinery, and tools,	8,500	00
Any other expenditures chargeable to this account: Inspectors' steam car,	850	00
Total,	\$42,397	94

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$48,188	80
New iron and steel rails,	19,651	77
Repairs of bridges,	1,850	23
Repairs of fences,	630	00
All other expenses for maintenance of way: Narrowing gauge, Fall Brook branch,	3,479	03
Total for maintenance of way,	\$73,799	83
Cost per mile of road kept in repair,	\$1,039	44
Proportion for Pennsylvania,	57,169	20

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, including narrowing gauge of locomotives, (2,)	\$28,103	84
Repairs of machinery,	3,850	50
Repairs of passenger, baggage, mail, and freight cars, including narrowing gauge of cars,	49,937	17
Total for maintenance of motive power and cars,	\$81,891	51
Cost per mile of road operated,	\$568	69
Proportion for Pennsylvania,	40,376	99

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight department,	\$70,316	37
Fuel—cost,	54,236	09
Oil and waste,	6,098	70
Damages for injuries to persons,	110	00
Damages for cattle killed or injured,	10	00
Damages to property, including damages by fire,	69	08
Taxes,	10,462	54
Telegraph expenses,	1,997	85
Amount paid other corporations or individuals for use of all other cars,	12,467	63
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	14,852	74
Total miscellaneous,	\$170,620	95
Amount per mile of road operated,	\$1,185	00
Proportion for Pennsylvania,	84,135	00
Total expenditures for operating the road,	326,312	29
Total charged to road and equipment,	42,397	94
Expenses per mile of the road operated,	3,875	30
Proportion for Pennsylvania,	181,681	19

EARNINGS.

Passenger transportation, local and through,	\$29,512	32
Freight transportation, local and through,	282,140	47
Mail service,	3,613	08
Express service,	2,616	48
All other sources of income,	186,182	30
Total,	\$454,014	65
Operating Expenses.		
Maintenance of way and buildings,	\$73,799	83
Maintenance of motive power and cars,	81,891	51
Miscellaneous,	170,620	95
Total operating expenses, being 71 $\frac{2}{5}$ per cent. of earnings, including cost, narrowing gauge of road, and rolling stock,	326,312	29
Net earnings, applied on rental,	\$127,702	36
Earnings per mile of road operated,	\$6,394	57
Expenses per mile of road operated,	4,595	95
Net earnings,	\$1,798	62

The foregoing figures include the cost of maintenance and operating expenses of the Fall Brook and Cowanesque branches, and the earnings derived from same; also, the receipts for rolling stock furnished the Syracuse, Geneva, and Corning railway, and motive power and car service in running coal trains between Corning and Watkins, New York, over the Erie and Northern Central railway. The salaries paid engineers and firemen; also, fuel, &c. for locomotives on the S., G. and C. railway, and between Corning and Watkins, charged in the operating expenses.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? American Express Company, pay first-class rates, which includes all charges.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? On main line, \$48 60 per mile; on branches, \$42 12 per mile.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	1	3	1	3
Others,	1	. . . . .	1
Total,	1	4

Statement of each Accident.

April 5, 1879. Stewart Owen, brakeman; hand bruised, coupling cars in Corning yard.

July 28. Jacob Young, switchman; hand bruised, coupling cars in Corning yard.

October 22. James F. Young, baggageman; fell off rear end of train, while backing up in Corning yard; train run over him, and was killed.

November 10. Warren Cady, switchman; body slightly bruised, coupling cars in Corning yard.

December 16. Francis Short; attempted to drive across the track at Niles' Valley road crossing, ahead of train No. 1, bound south, was struck by locomotive and injured about the head, not seriously.

STATE OF NEW YORK,)
County of Schuylcr,) ss :

Personally appeared before me, George J. Magee, president, and John Lang, treasurer, of the Fall Brook Coal Company, lessees of the C., C. and A. railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

GEO. J. MAGEE, *President.*
JOHN LANG, *Treasurer.*

Sworn and subscribed before me this 31st day of January, A. D. 1880.
J. N. LANG, *Commissioner for Pennsylvania.*

REPORT
OF THE
Foxburg, St. Petersburg, and Clarion Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William L. Fox, President,	Foxburg.
James B. Blakslee, Vice President,	St. Petersburg.
Dawes E. Furness, Secretary and Treasurer,	Foxburg.
James B. Knox, General Solicitor,	Clarion.
Benjamin B. Newton, General Superintendent,	Foxburg.

General offices at Foxburg, Clarion county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Fox,	Foxburg.
A. W. Smiley,	Foxburg.
Benjamin B. Newton,	Foxburg.
James B. Blakslee,	St. Petersburg.
Joel Fink,	St. Petersburg.
H. Collner,	St. Petersburg.
J. V. Ritta,	St. Petersburg.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock paid in by last report,	97,660	00
Capital stock, total amount now paid in,	97,817	50
Capital stock, number of shares issued, 2,000		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1883, or January 1, 1893, bear interest at seven per cent., which is payable semi-annually,) amount,	\$66,048	16
Total amount now of funded debt,	\$66,048	16
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$3,074 38		
The amount now of floating debt,	3,074	38
Total amount now of floating and funded debt,	\$69,122	54
Funded debt, as per last report, \$65,798 16		
Floating debt, as per last report, 3,781 09		
Total cash realized from capital stock and debt,	\$163,865	66

COST.

Total cost of entire road to date,	\$121,264	68
Average of same per mile of road laid,	9,328	05
Proportion of same for Pennsylvania,	9,328	05
Total cost of entire equipment,	39,685	93
Average cost of equipment per mile of road operated by company,	3,050	46
Proportion of same for Pennsylvania,	3,050	46
Cost of road and equipment per mile,	12,378	51
Proportion of same for Pennsylvania,	12,378	51

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Foxburg to Jefferson,	13.2	13.2

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 26.4
Weight of rail per yard, iron, 40 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 15
Wooden bridges, number of, 1; aggregate length, 100 feet.
Wooden trestles, number of, 14; aggregate length, 3,662 feet.
Number of stations on main road: Passenger, 8; freight, 8; total, 8
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, 1
Number of wood and water stations on main road, 1
How is track laid, and on what foundation? Oak ties, splice bar joints, and broken stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than ten tons weight,	3	\$6,534	00
Number of first-class passenger cars,	8	2,400	00
Number of second-class passenger cars,	1	2,000	00
Number of baggage, mail, and express cars,	1	1,750	00
Number of freight cars,	6	365	00
Number of coal, ore, and stone cars,	12	240	00
Number of caboose cars,	1	275	00

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	4

Employees.

Average number of persons regularly employed by company, including officials,	45
Same in Pennsylvania,	45

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of passengers (all classes) carried in cars, . . .	29,453
Number of passengers carried one mile,	187,695
Number of passengers carried one mile in Pennsylvania, .	187,695
Number of tons of freight carried one mile,	55,132
Number of tons of freight carried one mile in Pennsylvania,	55,132
Gross amount of tonnage for the year, (2,000 pounds per ton,)	5,202,112 2/3
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by express trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	2,120	July, 1879,	1,951
February, 1879,	1,922	August, 1879,	2,510
March, 1879,	2,779	September, 1879,	2,619
April, 1879,	2,998	October, 1879,	2,832
May, 1879,	1,884	November, 1879,	2,886
June, 1879,	2,257	December, 1879,	3,195

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	526,112	Merchandise and manufactures, 3,948,192	
Bituminous coal,	47	Lumber,	199
Agricultural products,	311,512	Other articles,	175,112

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class way passengers,	6 cents.
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The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For local freight, per ton per mile,	12 1/3 cents.
For local coal, per ton per mile,	7 2/3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$799	85	. . . . .	.
February, 1879,	776	60	. . . . .	.
March, 1879,	1,164	25	. . . . .	.
April, 1879,	1,271	25	. . . . .	.
May, 1879,	769	92	. . . . .	.
June, 1879,	917	40	. . . . .	.
July, 1879,	894	48	. . . . .	.
August, 1879,	884	75	. . . . .	.
September, 1879,	822	45	. . . . .	.
October, 1879,	864	57	. . . . .	.
November, 1879,	970	95	. . . . .	.
December, 1879,	1,309	75	. . . . .	.
Total,	\$11,445	67	. . . . .	.

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$212	04	. . . . .	.
February, 1879,	200	91	. . . . .	.
March, 1879,	328	40	. . . . .	.
April, 1879,	361	88	. . . . .	.
May, 1879,	571	79	. . . . .	.
June, 1879,	552	99	. . . . .	.
July, 1879,	521	63	. . . . .	.
August, 1879,	774	19	. . . . .	.
September, 1879,	952	91	. . . . .	.
October, 1879,	1,094	41	. . . . .	.
November, 1879,	1,111	49	. . . . .	.
December, 1879,	1,014	48	. . . . .	.
Total,	\$7,685	12	. . . . .	.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$398	51	\$11	06	. . . . .	. .	. . . . .	.
February, 1879, . . . . .	. . . . .	. .	8	57	\$0	50	. . . . .	.
March, 1879, . . . . .	. . . . .	. .	10	93	. . . . .	. .	. . . . .	.
April, 1879,	263	86	14	29	. . . . .	. .	. . . . .	.
May, 1879, . . . . .	. . . . .	. .	36	97	. . . . .	. .	. . . . .	.
June, 1879, . . . . .	. . . . .	. .	40	59	. . . . .	. .	. . . . .	.
July, 1879, . . . . .	. . . . .	. .	30	53	. . . . .	. .	. . . . .	.
August, 1879, . . . . .	. . . . .	. .	27	04	. . . . .	. .	. . . . .	.
September, 1879, . . . . .	. . . . .	. .	30	85	. . . . .	. .	. . . . .	.
October, 1879, . . . . .	. . . . .	. .	28	00	. . . . .	. .	. . . . .	.
November, 1879, . . . . .	. . . . .	. .	30	42	. . . . .	. .	. . . . .	.
December, 1879, . . . . .	. . . . .	. .	35	47	. . . . .	. .	. . . . .	.
Total,	\$662	87	\$304	72	\$0	50	967	59

Total passenger earnings for the year,	\$11,445	67
Total freight earnings for the year,	7,685	12
Total earnings from all other sources,	967	59
Total earnings for the year,	\$20,098	38
Total receipts from all sources on whole length of line,	\$20,098	38
Proportion of earnings in Pennsylvania to earnings of whole line,	20,098	38

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$1,153	78
Any other expenditures chargeable to this account,	177	25
Total,	\$1,331	03
Proportion for Pennsylvania,	\$1,331	03

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Ways and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$3,565	31
Repairs of bridges and trestles,	344	45
Repairs of fences,	72	36
All other expenses for maintenance of way,	3,014	81
Total for maintenance of way,	\$6,996	93
Cost per mile of road kept in repair,	\$538	22
Proportion for Pennsylvania,	538	22

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$665	25
Repairs of machinery,	28	50
Repairs of passenger, baggage, and mail cars,	227	20
Repairs of freight cars,	185	81
All other expenses for maintenance of motive power and cars,	934	42
Total for maintenance of motive power and cars,	\$2,041	18
Cost per mile of road operated,	157	01
Proportion for Pennsylvania,	157	01

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$3,982	92
Salaries, wages, and incidentals chargeable to freight department, . .	3,005	06
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	688	11
Fuel—wood,	54	00
Fuel—coal,	1,084	86
Oil and waste,	249	14
Damages for loss of goods and baggage,		40
Taxes,	489	91
Telegraph expenses,	11	20
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	2,620	51
Total miscellaneous,	\$12,186	11
Amount per mile of road operated,	\$937	40
Proportion for Pennsylvania,	937	40
Total expenditures for operating the road,	21,224	22
Total charged to road and equipment,	22,555	25
Expenses per mile of the road operated,	1,735	02

EARNINGS.

Passenger transportation, local and through,	\$11,445	67
Freight transportation, local and through,	7,685	12
Mail service,	662	37
Express service,	804	72
All other sources of income,		50
Total,	\$20,096	38
Operating Expenses.		
Maintenance of way and buildings,	\$6,996	93
Maintenance of motive power and cars,	2,041	18
Miscellaneous,	12,186	11
Interest account,	77	23
Total operating expenses, being 103 per cent. of earnings,	21,301	45
Deficit,	\$1,203	07
Earnings per mile of road operated,	\$1,546	08
Expenses per mile of road operated,	1,638	57
Deficit,	92	54

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c. ?
Union Express ; 1½ first-class freight rates.

STATE OF PENNSYLVANIA, }
County of Clarion, } s :

Personally appeared before me, Benjamin B. Newton, superintendent, and Dawes E. Furness, treasurer, of the Foxburg, St. Petersburg and Clarion Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare

them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) BENJ. B. NEWTON, *Superintendent.*
DAWES E. FURNESS, *Treasurer.*

Sworn and subscribed before me this 26th day of February, A. D. 1880.
E. W. FLANDERS, *Notary Public.*

R E P O R T
OF THE
*Frankford and Holmesburg Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Lewis Thompson, President,	Philadelphia.
B. F. Crispin, Secretary,	Philadelphia.
Maxwell Rowland, Treasurer,	Holmesburg.

General offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Andreas Hartel,	Holmesburg.
Presley Blakiston,	Philadelphia.
George L. Clark,	Holmesburg.
Josiah Bacon,	Philadelphia.
Edmund Smith,	Philadelphia.
J. Tunis Way,	Philadelphia.
Robert N. Murray,	Bustleton.
William Dedaker,	Bustleton.
J. M. Banes,	Bustleton.
J. B. Willian,	Bustleton.
Maxwell Rowland,	Holmesburg.
B. F. Crispin,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (bear interest at seven per cent.,) amount, . .	\$50,000	00
Total amount now of funded debt,	\$50,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Holmesburg Junction to Bustleton, .	4.16	4.16
Length of single main track,	4.16	4.16
Aggregate length of main line and branches,	4.16	4.16
Aggregate length of sidings and other track not above enumerated, . . . . .	.95	.95
Aggregate length of main line, branches, leased roads, sidings, and other track,	5.11	5.11

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 5.11
Weight of rail per yard, iron, 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 5
Wooden bridges, number of, 5 ; aggregate length, . . . 1,450 feet.

Stations.

Number of stations on main road, passenger and freight, . 7
Number of engine-houses and shops in Pennsylvania, . . 1
Number of wood and water stations on main road, . . . 1
Value of real estate held by the company, exclusive of roadway, \$2,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$2,000 00
How is track laid, and on what foundation? On cross-ties, with gravel ballast.

The road is leased to the Philadelphia and Trenton Railroad Company. For further information, would refer to that company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$100,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Lewis Thompson, president, and Maxwell Rowland, treasurer, of the Frankford and Holmesburg Railroad Com-

pany, who, being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

LEWIS THOMPSON, *President.*
MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me this 28th day of January, A. D. 1880.
AMOS C. SHALLCROSS, *Notary Public.*

REPORT

OF THE

*Germantown and Chestnut Hill Railroad Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	Cambridge, N. J.

General office at 233 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon,	Philadelphia.
Alexander J. Cassatt,	Philadelphia.
G. Morris Dorrance,	Bristol.
John P. Green,	Philadelphia.
Strickland Kneass,	Philadelphia.
N. Parker Shorbridge,	Wynnewood.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	50,000	00
Capital stock, total amount now paid in,	50,000	00
Capital stock, number of shares issued,	10,000	
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Total cash realized from capital stock and debt, \$50,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Chestnut Hill, about,	10	10

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss:

Personally appeared before me, G. B. Roberts, president, and W. Taylor, treasurer, of the Germantown and Chestnut Hill Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*
W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.
JOHN C. SIMS, Junior, *Notary Public.*

REPORT

OF THE

Geneva, Hornellsville and Pine Creek Railway Com-
pany, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
Emory B. Pottle, President,	_____
Frances G. Babcock, Vice President,	_____
James Covell, Secretary,	_____
Walter G. Rose, Treasurer,	_____

<i>Names of Directors.</i>	<i>Residences.</i>
James Loverhill,	Geneva, N. Y.
Alexander Chew,	Geneva, N. Y.
William W. Wright,	Geneva, N. Y.
A. C. Lindsley,	Middlesex, N. Y.
Emory B. Pottle,	Naples, N. Y.
James Covel,	Naples, N. Y.
R. L. Brundage,	Hornellsville, N. Y.
Morris Smith,	Hornellsville, N. Y.
Frances G. Babcock,	Hornellsville, N. Y.
Samuel M. Alley,	Hornellsville, N. Y.
John M. Finch,	Hornellsville, N. Y.
John Davis,	Greenwood, N. Y.
Silas X. Billings,	Gaines, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,675,000	00
Capital stock, amount subscribed,	695,200	00
Capital stock paid in by last report,	382,175	00
Capital stock, total amount now paid in,	382,175	00
Capital stock, number of shares issued,	6,952	
Capital stock, amount paid in on each share, average,	55	00
Capital stock, par value of each share,	100	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$42,000	
Debt incurred for any other purpose, and for what : Engineering and agencies,	18,000	
The amount now of floating debt,	\$60,000	00
Floating debt as per last report,	\$42,000	00

COST.

Total cost of entire road to date,	\$442,175	00
Proportion of same for Pennsylvania, (engineering,)	2,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Geneva, N. Y., to West Branch, Pa.,	122	34

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Expenditures chargeable to this account, \$18,000 00

STATE OF NEW YORK, }
County of Ontario, } ss:

Personally appeared before me, Emory B. Pottle, president, and Walter G. Rose, treasurer, of the Geneva, Hornellsville and Pine Creek Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) EMORY B. POTTLE, *President.*
W. G. ROSE, *Treasurer.*

Sworn and subscribed before me, this 31st day of December, A. D. 1879.
E. P. BABCOCK, *Notary Public.*

STATE OF NEW YORK, }
Ontario County Clerk's Office, }
Canandaigua, N. Y.

I, Myron S. Hall, clerk of the county of Ontario, of the county court of said county, and of the supreme court, both being courts of record, having a common seal, do hereby certify, that E. P. Babcock, Esquire, before whom the annexed affidavit in writing was taken, was, at the time of taking such affidavit, a notary public in and for said county, duly qualified and authorized to take the same; that I am well acquainted with his handwriting, and verily believe that the signature to the jurat to such affidavit is his genuine signature.

In testimony whereof, I have hereunto set my hand, and affixed the seal of said county and courts, this 31st day of December, A. D. 1879.
W. L. HICKS, *Deputy Clerk.*

REPORT

OF THE

Greenlick Narrow Gauge Railway Company, for the
year ending December 31, 1879.

OFFICERS.

Names.	Residences.
George H. Everson, President,	Scottdale, Pa.
C. L. Graff, Vice President,	Scottdale, Pa.
Nathan Miles, Secretary and Treasurer,	Scottdale, Pa.
George H. Everson, General Superintendent,	Scottdale, Pa.
W. L. Shaw, Division Superintendent,	Scottdale, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George H. Everson,	Scottdale.
C. L. Groff,	Scottdale.
W. T. Brown,	Scottdale.
J. R. Stauffer,	Scottdale.
D. H. Pershing,	Stauffer Station.
W. H. Everson,	Pittsburgh.
George A. Hogg,	Mt. Pleasant.
J. F. Overholt,	Mt. Pleasant.
W. D. Mullen,	Mt. Pleasant.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock, amount subscribed,	31,650	00
Capital stock paid in by last report,	31,450	00
Capital stock, total amount now paid in,	31,650	00
Capital stock, number of shares issued,	633	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$26,017	84
Average of same per mile of road laid,	7,433	67
Proportion of same for Pennsylvania,	All.	
Total cost of entire equipment,	6,325	52
Average cost of equipment per mile of road operated by company,	1,807	30
Proportion of same for Pennsylvania,	All.	
Cost of road and equipment per mile,	9,240	97

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Greenlick Junction to Mt. Vernon Mine,	3½	3½
Length of single main track,	3½	3½

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 3.50
Weight of rail per yard, iron, 24 and 30 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
Wooden bridges, number of, 5; aggregate length, 180 feet.
Wooden trestles, number of, 2; aggregate length, 70 feet.

Stations.

Number of stations on main road, freight,	3
Number of engine-houses and shops in Pennsylvania, 1 ; total number entire road,	1
Number of wood and water stations on main road, . . .	1
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$50 00
How is track laid, and on what foundation? Cross-ties, stone and slag ballast.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	1	\$3,500	00
Number of second class passenger cars,	1	300	00
Number of freight cars, trucks,	1	150	00
Number of coal, ore, and stone cars,	16	185	00

Average number of cars in freight trains,	12
Average weight of freight trains, including locomotive and tender, in working order,	70 tons.

Employees.

Average number of persons regularly employed by com- pany, including officials,	7
Same in Pennsylvania,	7

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by freight trains,	2,700
Number of passengers (all classes) carried in cars, . . .	200
Number of passengers carried one mile,	700
Number of passengers carried one mile in Pennsylvania, . .	700
Number of tons of 2,000 pounds of through freight for the year on main road,	12,567 ¹⁰²² / ₉₀₀₀
Number of tons of freight carried one mile,	43,986 ⁶⁰¹ / ₉₀₀₀
Number of tons of freight carried one mile in Pennsylva- nia,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	12,567 ¹⁰²² / ₉₀₀₀
Average rate of speed adopted by ordinary passenger, ex- press, and freight trains, including stops, (miles per hour,)	6

Monthly Statement of Passengers (all classes) carried in Cars.

July, 1879,	70
December, 1879,	'80

The amount of Freight, specifying the quantity in Tons of 2,240 pounds.

Iron and other ores,	12,393 ⁸⁵⁵ ₈₀₀₀
Merchandise and manufactures,	174 ¹⁷⁴ ₈₀₀₀

The Rate of Fare for Passengers charged for the respective classes per Mile. as follows:

For second-class through passengers,	3 cents.
For second-class way passengers,	3 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	11 cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
July, 1879,	\$6	73	.	.	.	.
December, 1879,	12	40	.	.	.	.
Total,	\$19	13	.	.	\$19	13

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$342	02	.	.	.	.
February, 1879,	409	20	.	.	.	.
March, 1879,	380	26	.	.	.	.
April, 1879,	348	20	.	.	.	.
May, 1879,	877	94	.	.	.	.
June, 1879,	440	01	.	.	.	.
July, 1879, . . . . .	.	.	.	.	.	.
August, 1879,	148	83	.	.	.	.
September, 1879,	413	61	.	.	.	.
October, 1879,	317	06	.	.	.	.
November, 1879,	312	14	.	.	.	.
December, 1879,	446	84	.	.	.	.
Total,	\$3,936	11	.	.	\$3,936	11
Total passenger earnings for the year,					\$19	13
Total freight earnings for the year,					3,936	11
Total earnings for the year,					\$3,955	24

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,168	64
Total for maintenance of way,	\$1,168	64
Cost per mlle of road kept in repair,	333	93
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of freight cars and locomotives,	\$471	86
Total for maintenance of motive power and cars,	\$471	86
Cost per mile of road operated,	\$134	80
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to freight department, . .	\$1,879	65
Fuel—coal,	119	09
Oil and waste,	30	30
Taxes,	93	43
Insurance,	7	50
Total miscellaneous,	\$2,130	70
Amount per mile of road operated,	\$608	80
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	3,771	28
Expenses per mile of the road operated,	1,077	50
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, through, \$19 13; freight transportation, through, \$3,936 11; total,	\$3,955	24
Total,	\$3,955	24
Operating Expenses.		
Maintenance of way and buildings,	\$1,168 64	
Maintenance of motive power and cars,	471 86	
Miscellaneous,	2,130 78	
Total operating expenses, being $4\frac{2}{10}$ per cent. of earnings,	3,771	28
Net earnings,	\$183	96
Earnings per mile of road operated,	\$1,130	07
Expenses per mile of road operated,	1,077	50
Net earnings,	\$52	57

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 633 shares, . \$31,650 00

Balance for the year, or surplus,	\$183	96
Surplus at the commencement of the year,	928	28
Total surplus,	\$1,112	24
Surplus invested as follows:		
Cash and loans,	\$1,112	24

STATE OF PENNSYLVANIA, }
County of ———, } ss:

Personally appeared before me, George H. Everson, president, and Nathaniel Miles, treasurer, of the Greenlick Narrow Gauge Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

GEO. H. EVERSON, *President.*
NATH'L. MILES, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1879.
THOMAS W. AULT, *Justice of the Peace.*

REPORT

OF THE

Hanover Junction, Hanover and Gettysburg Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. W. Eichelberger, President,	Hanover, Pa.
R. M. Wirt, Secretary,	Hanover, Pa.
R. A. Eichelberger, Treasurer,	Hanover, Pa.
D. A. Wills, General Solicitor,	Gettysburg, Pa.
J. J. Bingley, Chief Engineer,	Hanover, Pa.
H. A. Young, General Superintendent,	Hanover, Pa.
D. Gallatin, Division Superintendent,	Hanover, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Forney,	Hanover, Pa.
John Nyman,	Hanover, Pa.
Peter Flickinger,	Hanover, Pa.
R. Young,	Hanover, Pa.
William Grumbine,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
R. M. Wirt,	Hanover, Pa.
D. A. Wills,	Gettysburg, Pa.
M. Eichelberger,	Gettysburg, Pa.
William Buehler,	Baltimore, Md.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	116,850	00
Capital stock paid in by last report,	116,850	00
Capital stock, total amount now paid in,	116,850	00
Capital stock, number of shares issued, 2,837		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due, bear interest at six per cent., which is payable,) amount,	\$200,500	00
Total amount now of funded debt,	\$200,500	00
Floating Debt.		
Debt incurred for any other purpose and for what: For building Baltimore and Hanover railroad, \$16,000 00		
The amount now of floating debt,	16,000	00
Funded debt as per last report, \$188,900 00		
Floating debt as per last report, 16,000 00		
Total cash realized from capital stock and debt,	\$319,698	00

COST.

Total cost of entire road to date,	\$387,816	00
Average of same per mile of road laid,	12,927	00
Proportion of same for Pennsylvania,	387,816	00
Total cost of entire equipment,	91,322	86
Average cost of equipment per mile of road operated by company,	3,044	07
Proportion of same for Pennsylvania,	3,044	07
Cost of road and equipment per mile,	15,971	27
Proportion of same for Pennsylvania,	15,971	27

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hanover Junction to Gettysburg, . .	30	30
Length of single main track,	30	30
Aggregate length of sidings and other track not above enumerated,	2 ¹⁷⁸⁰ ₁₇₈₀	2 ¹⁷⁸⁰ ₁₇₈₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	32 ¹⁷⁸⁰ ₁₇₈₀	32 ¹⁷⁸⁰ ₁₇₈₀

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	28½
Miles of steel rail in use,	1½
Weight of rail per yard, { Iron,	50 and 56 lbs.
Steel,	56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	20
Wooden bridges, number of 19; aggregate length, . . .	433 feet.
Iron bridges, number of, 1; length,	120 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover and York railroad, at Hanover.

Stations.

Number of stations on main road: Passenger, 14; freight, 16; total,	16
Number of engine-houses and shops in Pennsylvania, 5; total number entire road,	5
Number of wood and water stations on main road, . . .	5
Value of real estate held by the company, exclusive of roadway,	\$16,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	16,000 00

How is track laid, and on what foundation? On oak ties, resting on ballast of earth and stone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	\$13,700 00
Number of locomotives of more than 20 tons weight,	6	6,665 00
Number of locomotives of more than 10 tons weight,	1	1,000 00
Number of first-class passenger cars,	8	4,000 00
Number of second-class passenger cars,	3	2,000 00
Number of baggage, mail, and express cars,	2	900 00
Number of freight cars, { House cars,	15	475 00
Trucks,	10	100 00
Number of coal, ore, and stone cars,	50	210 00

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	10
Average weight of passenger trains, including locomotive and tender, in working order,	72 tons
Average weight of freight trains, including locomotive and tender, in working order,	260 tons.

Employees.

Average number of persons regularly employed by company, including officials,	67
Same in Pennsylvania,	67

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	39,550
Number of miles run by freight and coal trains,	36,800
Number of through passengers for the year on main road,	16,895
Number of passengers (all classes) carried in cars,	36,231
Number of passengers carried one mile,	665,255
Number of passengers carried one mile in Pennsylvania,	665,255
Number of tons of 2,000 pounds of through freight for the year on main road,	57,485 ¹⁰³³ ₇₀₀₀
Number of tons of freight carried one mile,	609,480 ¹²⁹⁷ ₇₀₀₀
Number of tons of freight carried one mile in Pennsylvania,	609,480 ¹²⁹⁷ ₇₀₀₀
Gross amount of tonnage for the year, (2,000 pounds per ton,)	57,485 ¹⁰³³ ₇₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,)	24
Average rate of speed adopted by freight trains, includ- ing stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	2,189	July, 1879,	3,710
February, 1879,	2,088	August, 1879,	3,866
March, 1879,	2,711	September, 1879,	3,285
April, 1879,	2,943	October, 1879,	2,902
May, 1879,	2,951	November, 1879,	3,037
June, 1879,	3,732	December, 1879,	2,817

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coals, 10,250 ⁷⁷⁹ ₇₀₀₀	Live stock,	129 ⁵⁰⁰ ₇₀₀₀
Iron and other ores, 9,207	Lumber,	4,449 ¹¹¹⁸ ₇₀₀₀
Stone and lime, 15,115 ⁴⁰⁰ ₇₀₀₀	Other articles,	18,334

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	3.40 cents.
For through coal, per ton per mile,	2¾ cents.
For local freight, per ton per mile,	4 cents.
For local coal, per ton per mile,	2¾ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$499	59	\$613	88	\$1,113	47
February, 1879,	426	61	584	66	1,011	27
March, 1879,	645	94	847	27	1,493	21
April, 1879,	665	32	886	46	1,551	78
May, 1879,	953	49	834	52	1,788	01
June, 1879,	979	82	717	32	1,697	14
July, 1879,	1,154	47	733	63	1,888	10
August, 1879,	1,501	24	926	85	2,428	09
September, 1879,	1,123	05	771	52	1,899	57
October, 1879,	990	30	733	13	1,723	43
November, 1879,	716	75	632	43	1,349	18
December, 1879,	533	30	726	91	1,260	21
Total,	\$10,194	88	\$9,008	58	\$19,203	46

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,					\$1,915	66
February, 1879,					2,067	98
March, 1879,					2,064	29
April, 1879,					2,069	99
May, 1879,					2,720	08
June, 1879,					2,572	53
July, 1879,					1,575	28
August, 1879,					3,032	03
September, 1879,					3,002	13
October, 1879,					2,734	41
November, 1879,					1,993	34
December, 1879,					2,509	65
Total,					\$28,277	97

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$167	00	\$31	28	\$50	14	\$248	42
February, 1879,	167	00	30	24	15	85	213	09
March, 1879,	167	00	46	34	384	77	598	11
April, 1879,	167	00	59	75	283	05	509	80
May, 1879,	167	00	51	09	246	51	464	60
June, 1879,	167	00	46	85	146	41	360	26
July, 1879,	167	00	31	65	191	27	389	92
August, 1879,	167	00	27	57	394	02	588	59
September, 1879,	167	00	33	03	285	22	485	25
October, 1879,	167	00	35	74	388	01	590	78
November, 1879,	167	00	43	89	139	50	350	39
December, 1879,	167	00	46	37	386	65	600	02
Total,	\$2,004	00	\$483	80	\$2,911	43	\$5,399	23

Total passenger earnings for the year,	\$19,208	46
Total freight earnings for the year,	28,277	97
Total earnings from all other sources,	5,399	28
Total earnings for the year,	\$52,880	66
Total receipts from all sources on whole length of line,	\$52,880	66
Proportion of earnings in Pennsylvania to earnings of whole line, . .	52,880	66

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight cars ; number, 16, \$3,050 00

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$7,414	72
New iron rails, number of tons, 86,	1,368	00
All other expenses for maintenance of way,	22	87
Total for maintenance of way,	\$8,805	09
Cost per mile of road kept in repair,	\$293	50
Proportion for Pennsylvania,	293	50

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$4,033	95
Repairs of machinery,	24	26
Repairs of passenger, baggage, mail, and freight cars,	2,610	87
All other expenses for maintenance of motive power and cars,	116	82
Total for maintenance of motive power and cars,	\$6,785	40
Cost per mile of road operated,	\$226	18
Proportion for Pennsylvania,	226	18

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight department,	\$8,257	44
Fuel—number of cords of wood, 800; cost,	840	00
Fuel—number of tons of coal, 1,192; cost,	5,464	50
Oil and waste,	811	18
Damages for loss of goods and baggage,	4	00
Telegraph expenses,	100	00
Amount paid other corporations or individuals for use of all other cars,	147	45
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	5,109	34
Total miscellaneous,	\$21,311	72
Amount per mile of road operated,	\$710	39
Proportion for Pennsylvania,	710	39
Total expenditures for operating the road,	\$6,902	21
Total charged to road and equipment,	\$9,952	21
Expenses per mile of the road operated,	1,230	07
Expenses per mile of single track operated, not including sidings, . .	1,230	07
Expenses per train mile,		49½
Proportion for Pennsylvania,		49½

EARNINGS.

Passenger transportation, local,	\$9,008 58	} Total,	\$19,203	46
Passenger transportation, through,	10,194 88			
Freight transportation, local and through,			28,277	97
Mail service,			2,004	00
Express service,			483	80
Rents,			444	00
All other sources of income,			2,467	48
Total,			\$52,880	66
Operating Expenses.				
Maintenance of way and buildings,	\$8,805 09			
Maintenance of motive power and cars,	6,785 40			
Miscellaneous,	21,811 72			
Total operating expenses, being 70 per cent. of earnings,			36,902	21
Net earnings,			\$15,978	45
Earnings per mile of road operated,			\$1,762	68
Expenses per mile of road operated,			1,230	07
Net earnings,			\$532	61

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company; through rate, twenty cents per hundred pounds, less distances in same proportion.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$66 80 per mile per annum, amounting to \$2,004. The contract to continue for three years from July, 1877.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 2,337 shares.

Balance for the year, or surplus,	\$3,000	00
Surplus at the commencement of the year,	58,969	50
Total surplus,	\$61,969	50
Surplus invested as follows:		
Cash and loans,	\$8,534	78
Balance of accounts due company,	14,592	07
Material, fuel, and stores,	3,100	00
Other items,	35,742	65

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	. . . . .	. . . . .	1
Others,
Total,	1

Statement of each Accident.

William Tawney, a brakeman, had his arm broken, while coupling cars, on the 10th of December, 1879.

STATE OF PENNSYLVANIA, } ss:
County of York, }

Personally appeared before me, A. W. Eichelberger, president, and R. A. Eichelberger, treasurer, of the Hanover Junction, Hanover and Gettysburg Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) A. W. EICHELBERGER, *President.*
R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.
C. W. FORNEY, *J. P.*

REPORT

OF THE

Hanover Junction and Susquehanna Railroad Company, for the year ending December 1, 1879.

OFFICERS.

Names.	Residences.
Samuel Eby, President,	Elizabethtown, Pa.
John S. Gliven, Secretary,	Columbia.
A. Summy, Treasurer,	Marietta.
George Nauman, General Solicitor,	Lancaster.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Eby,	Elizabethtown.
H. L. Haldeman,	Chickies.
Henry Heistand,	Marietta.
A. Summy,	Marietta.
Henry Copenheffer,	Columbia.
John S. Given,	Columbia.
H. E. Wolfe,	Columbia.
C. Hauer,	Marietta.
Stephen Shaffer,	Columbia.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock, amount subscribed,	150,600	00
Capital stock paid in by last report,	79,009	38
Capital stock, total amount now paid in,	93,576	91
Capital stock, amount paid in on each share : All installments paid in or suit.		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1st June, A. D. 1905, bear interest at seven per cent., which is payable June and December,) amount,	\$94,100	00
Total amount now of funded debt,	\$94,100	00
Floating Debt.		
The amount now of floating debt,	23,799	99
Total amount now of floating and funded debt,	\$117,899	99
Funded debt as per last report,	\$86,600	00
Floating debt as per last report,	34,679	09

COST.

Total cost of entire road to date,	\$203,256 08
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CHARACTERISTICS OF ROAD.

Main Line.

Length of main line, from near Landisville to Hanover branch, in York county,	34 miles.
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General Balance Sheet.

Amount of capital stock subscribed,		\$150,600	00
Amount of capital stock paid in,	\$93,576 91		
Amount of capital stock unpaid,	57,023 09		
		150,600	00
<i>Assets of the Company:</i>			
Amount due from J. A. Britton, &c.,	\$3,995 62		
Amount unpaid stock subscriptions,	57,023 09		
		\$61,018	71
<i>Liabilities:</i>			
Amount due contractors, employes, &c.,		23,799	99
Assets over liabilities,		\$87,218	72
<i>Construction Account:</i>			
Amount construction account,		\$165,241	10
Amount land damages,		4,902	47
Amount expenses, interest, discount, &c.,		33,112	51
		\$203,256	08
<i>First Mortgage Bonds:</i>			
Amount paid contractors,		\$94,100	00
Amount paid collateral,		19,000	00
Amount paid company,		21,900	00
		\$135,000	00

STATE OF PENNSYLVANIA, }
County of Lancaster, } ss:

Personally appeared before me, Samuel Eby, president, and A. Summy, treasurer, of the Hanover Junction and Susquehanna Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) SAMUEL EBY, *President.*
A. SUMMY, *Treasurer.*

Sworn and subscribed before me this 10th day of January, A. D. 1880.
ABRAM BRENEMAN, *Notary Public.*

R E P O R T
OF THE
Hanover and York Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John S. Young, President,	Hanover, Pa.
Alexander J. Frey, Vice President,	York, Pa.
J. P. Smith, Secretary,	Hanover, Pa.
J. H. Alleman, Treasurer,	Hanover, Pa.
General offices at Hanover, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
David E. Small,	York.
W. Latimer Small,	York.
Michael Schall,	York.
A. J. Frey,	York.
P. H. Glatfelter,	Spring Grove, Pa.
William Young, senior,	Hanover.
William J. Young,	Hanover.
Isaac Loucks,	Hanover.
G. D. Klinefelter,	Hanover.
J. P. Smith,	Hanover.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	250,000	00
Capital stock, amount subscribed,	207,800	00
Capital stock paid in by last report,	207,200	00
Capital stock, total amount now paid in,	207,300	00
Capital stock, number of shares issued, 4,148		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1895, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	\$150,000	00
Certificate of indebtedness, bears interest at seven per cent., which is payable April 1 and October 1,) amount,	35,000	00
Total amount now of funded debt,	\$185,000	00
Total amount now of floating and funded debt,	185,000	00
Funded debt as per last report, \$185,000 00		
Total cash realized from capital stock and debt,	\$392,300	00

COST.

Total cost of entire road to date,	\$344,310	20
Average of same per mile of road laid,	19,126	12
Proportion of same for Pennsylvania,	19,126	12

CHARACTERISTICS OF ROAD.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 18½
Weight of rail per yard, iron, 56 pounds.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover Junction, Hanover and Gettysburg railroad, at Hanover, Pa.

Leased to Pennsylvania Railroad Company for nine hundred and ninety-nine years.

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: February 15, 1879, two per cent.; October 1, 1879, two per cent.

Number and per cent. of dividends: Two dividends of two per cent. each.		
Amount paid in dividends,	\$8,292	00
Balance for the year, or surplus,	2,152	19
Surplus at the commencement of the year,	18,086	25
Total surplus,	\$15,238	44
Surplus invested as follows:		
Cash,	90	56
Other items, coupons, &c., of L. R. R. Co.,	15,147	88

STATE OF PENNSYLVANIA,)
County of York, } ss:

Personally appeared before me, John S. Young, president, and John H. Alleman, treasurer, of the Hanover and York Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) JOHN S. YOUNG, *President.*
J. H. ALLEMAN, *Treasurer.*

Sworn and subscribed before me, this 13th day of February, A. D. 1880.
A. N. MICHAEL, *Notary Public.*

REPORT

OF THE

Harrisburg, Portsmouth, Mount Joy and Lancaster
Railroad Company, for the year ending
December 31, 1879.

OFFICERS.

Names.	Residences.
Thomas A. Scott, President,	Philadelphia.
George Taber, Secretary and Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	

Names of Directors.	Residences.
Thomas A. Scott,	Philadelphia.
George B. Roberts,	Philadelphia.
Josiah Bacon,	Philadelphia.
Wistar Morris,	Philadelphia.
John M. Kennedy,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
James Young,	Middletown, Pa.
Lewis Elkin,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,500,000	00
Capital stock authorized by votes of company,	1,182,550	00
Capital stock, amount subscribed,	1,182,550	00
Capital stock paid in by last report,	1,182,550	00
Capital stock, total amount now paid in,	1,182,550	00
Capital stock, number of shares issued,	23,651	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1883, bear interest at six per cent., which is payable January 1 and July 1,) amount,	\$700,000	00
Total amount now of funded debt,	\$700,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$700,000	00
Funded debt as per last report,	\$700,000	00
Total cash realized from capital stock and debt,	1,882,550	00

COST.

Total cost of entire road and equipment to date of lease, . \$1,882,550 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Dillerville,	36	36
Branches.		
From Columbia to Middletown, . . .	Length of branch, . .	18
	Length of double track,	18

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,182,550 00

Rate and date of all cash dividends on stock of original and consolidated companies: January 10 and July 10, 1879, three and one half per cent. each.

The road is leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years, from December 29, 1860.

Number and per cent. of dividends: Two, at three and one half per cent. each.

Amount paid in dividends, 82,778 50

STATE OF PENNSYLVANIA, }
County of _____ } ss :

Personally appeared before me, Thomas A. Scott, president, and George Taber, treasurer, of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

THOMAS A. SCOTT, *President.*
GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this 26th day of January, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

R E P O R T
OF THE
*Harrisburg and Potomac Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Cary W. Ahl, President,	Boiling Springs, Pa.
Asbury Derland, Secretary,	Boiling Springs, Pa.
Robert H. Middleton, Treasurer,	Boiling Springs, Pa.
Robert H. Middleton, General Superintendent,	Boiling Springs, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Daniel V. Ahl,	Newville, Pa.
John Moore,	Dickinson, Pa.
Joshua Hunt,	Catasauqua, Pa.
Asbury Derland,	Boiling Springs, Pa.
J. J. Dull,	Harrisburg, Pa.
L. W. Heikes,	York Springs, Pa.
A. W. Elchelberger,	Hanover, Pa.
Peter Loucks,	Bowmansdale, Pa.
Cary W. Ahl,	Boiling Springs, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$500,000	00
Capital stock, amount subscribed, (main line, 1,739; York Springs branch, 444 ³ / ₄ .)		218,350	00
Capital stock paid in by last report,		358,273	16
Capital stock, total amount now paid in,		379,165	20
Capital stock, number of shares issued,	8,710 ¹ / ₄		
Capital stock, amount paid in on each share,		100	00
Capital stock, par value of each share,		100	00

DEBT.

Funded Debt.			
First mortgage bonds, (due January 1, 1904, bear interest at seven per cent., which is payable July and January,) amount,		\$507,200	00
Total amount now of funded debt,		\$507,200	00
Floating Debt.			
Debt incurred for any purpose, and for what: Not over one thousand dollars.			
Total amount now of floating and funded debt,		\$507,200	00
Funded debt as per last report,	\$507,200 00		
Floating debt as per last report,	5,949 34		

COST.

Total cost of entire road to date,	\$827,987	83
Average of same per mile of road laid,	29,439	52
Proportion of same for Pennsylvania,	29,439	52
Total cost of entire equipment,	5,766	05
Average cost of equipment per mile of road operated by company,	205	01
Proportion of same for Pennsylvania,	205	01
Cost of road and equipment per mile,	29,644	53
Proportion of same for Pennsylvania,	29,644	53

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Bowmansville to Jacksonville,	25½	25½
Length of single main track,	25½	25½
Branches.		
Philadelphia and Reading Coal and Iron branch, from main line to ore banks, length of single track,	2	2
Aggregate length of main line and branches,	27½	27½
Aggregate length of sidings and other track not above enumerated,	1	1
Aggregate length of main line, branches, leased roads, sidings, and other track,	28½	28½

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 28½
Weight of rail per yard, iron, 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 34
Wooden bridges, number of, 33 ; aggregate length, 1,309 feet.
Wooden trestles, number of, 1 ; aggregate length, 96 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? South Mountain Iron Company's railroad, near Mt. Holly, Pa., and Mechanicsburg and Dillsburg railroad, two miles north of Dillsburg.

Stations.

Number of stations on main road ; passenger and freight, 17
Number of engine-houses and shops in Pennsylvania 2 ;
total number entire road, 2
Number of wood and water stations on main road, 3

Value of real estate held by the company, exclusive of road-way, \$77,692 36
How is track laid, and on what foundation? Cross-ties, and stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight, rented,	1	\$11,000	00
Number of second-class passenger cars,	1	500	00
Number of freight cars: House cars, 2; trucks, 4; total, . .	6	700	00

Average number of cars in passenger trains, including baggage cars, 2
Average number of cars in freight trains, 25
Average weight of freight trains, including locomotive and tender, in working order, 180 tons.

Employees.

Average number of persons regularly employed by company, including officials, about, 17
Same in Pennsylvania, 17

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger, freight, and coal trains, 20,034.2
Number of through passengers for the year on main road, 6,501
Gross amount of tonnage for the year, (2,000 pounds per ton,) 35,780.5
Average rate of speed adopted by ordinary passenger, express, and freight trains, including stops, (miles per hour,) 12

Monthly statement of Passengers (all classes) carried in Cars.

January, 1879,	369	July, 1879,	503
February, 1879,	280	August, 1879,	2,005
March, 1879,	378	September, 1879,	631
April, 1879,	397	October, 1879,	412
May, 1879,	368	November, 1879,	293
June, 1879,	460	December, 1879,	425

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	4,390.4	Agricultural products,	3,264.0
Bituminous coal,	532.6	Merchandise and manufactures,	2,946.6
Petroleum and other oils,	3.0	Other articles,	138.1
Pig iron and blooms,	1,816.0		
Other iron or castings,	9.2	Total,	85,780.5
Iron and other ores,	22,680.0		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3.2 cents.
For first-class way passengers,	4 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	4 cents.
For through coal, per ton per mile,	4 cents.
Iron ore, per ton per mile,	3½ cents.
For local freight, per ton per mile,	8 cents.
For local coal, per ton per mile,	6 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$82 70	
February, 1879,		65 85	
March, 1879,		91 80	
April, 1879,		99 55	
May, 1879,		84 30	
June, 1879,		113 13	
July, 1879,		127 08	
August, 1879,		581 08	
September, 1879,		197 52	
October, 1879,		94 10	
November, 1879,		71 70	
December, 1879,		97 60	
Total,		\$1,705 91	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$748 86	
February, 1879,		898 55	
March, 1879,		807 90	
April, 1879,		681 79	
May, 1879,		611 48	
June, 1879,		650 14	
July, 1879,		412 60	
August, 1879,		716 88	
September, 1879,		960 36	
October, 1879,		1,058 54	
November, 1879,		869 15	
December 1879,		702 63	
Total,		\$9,118 81	

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,		\$0 32	\$20 92	
February, 1879,		64	28 09	
March, 1879,		65	50 90	
April, 1879,		45	37 47	
May, 1879,		63	33 50	\$19 75
June, 1879,		59	19 03	1 26
July, 1879,		80	22 74	26
August, 1879,		75	40 80	
September, 1879,		50	56 24	
October, 1879,		82	54 32	
November, 1879,		1 20	54 06	
December, 1879,		2 33	25 66	
Total,		\$9 68	\$443 75	\$21 27

Total passenger earnings for the year,	\$1,705	91
Total freight earnings for the year,	9,113	81
Total earnings from all other sources,	474	70
Total earnings for the year,	\$11,294	42
Total receipts from all sources on whole length of line,	\$11,294	42
Proportion of earnings in Pennsylvania to earnings of whole line,	11,294	42

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$90	32
Total,	\$90	32
Proportion for Pennsylvania,	90	32

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$2,527	97
Repairs of bridges,	523	76
Total for maintainance of way,	\$3,051	73
Cost per mile of road kept in repair,	\$108	50
Proportion for Pennsylvania,	108	50

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$388	90
Repairs of passenger, baggage, and mail cars,	227	25
Repairs of freight cars,	237	20
Total for maintenance of motive power and cars,	\$853	35
Cost per mile of road operated,	\$90	34
Proportion for Pennsylvania,	80	34

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,)		
Salaries, wages, and incidentals chargeable to freight department, . }	\$1,500	00
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . }		
Fuel—wood, (sawing,)	9	00
Fuel—number of tons of coal, 394.2; cost, (\$3 50,)	1,379	64
Oil and waste,	118	43
Taxes,	90	35
Rent, (locomotive, \$400,)	729	25
Amount paid other corporations or individuals for use of all other cars, .	125	88
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	1,866	33
Total miscellaneous,	\$5,815	38
Amount per mile of road operated,	\$206	80
Proportion for Pennsylvania,	206	80
Total expenditures for operating the road,	9,721	46
Expenses per mile of the road operated,	345	65½
Expenses per mile of single track operated, not including sidings, .	358	39
Expenses per train mile,		48
Proportion for Pennsylvania,		48

EARNINGS.

Passenger transportation, local and through,	\$1,705	91
Freight transportation, local and through,	9,113	81
Express service,	9	68
All other sources of income,	465	02
Total,	\$11,294	42
Operating Expenses.		
Maintenance of way and buildings,	\$3,051	73
Maintenance of motive power and cars,	853	35
Miscellaneous,	5,816	38
Total operating expenses, being eighty-six per cent. of earnings, .	9,721	46
Net earnings,	\$1,572	96
Earnings per mile of road operated,	\$401	58
Expenses per mile of road operated,	345	65½
Net earnings,	\$55	92½

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; one dollar per ton.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . 3,710½

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,
Others,	1	. . . . .	1
Total,	1	. . . . .	1

Statement of each Accident.

On March 4, 1879, Doctor Hertzell attempted to cross the line of this road near Brandt's station, and was struck by the locomotive. Had foot injured so as to necessitate amputation of a portion of it. The crossing at which the accident occurred is a private one.

STATE OF PENNSYLVANIA,) ss:
County of Cumberland,)

Personally appeared before me, Cary W. Ahl, president, and Robert H. Middleton, treasurer, of the Harrisburg and Potomac Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) C. W. AHL, *President.*
ROBERT H. MIDDLETON, *Treasurer.*

Sworn and subscribed before me this 31st day of January, A. D. 1880.
J. C. LEHMAN, *J. P.*

REPORT
OF THE
Huntingdon and Broad Top Mountain Railroad and
Coal Company, for the year ending
December 31, 1879.

OFFICERS.

Names.	Residences.
B. Andrews Knight, President,	Philadelphia.
J. P. Donaldson, Secretary and Treasurer,	Philadelphia.
James W. Paul, General Solicitor,	Philadelphia.
John Fulton, Consulting Engineer,	Johnstown, Cambria county, Pa.
George F. Gage, General Superintendent,	Huntingdon, Pa.

General offices at Philadelphia and Huntingdon, Pa.

Names of Directors.	Residences.
Rathmell Wilson,	Philadelphia.
I. V. Williamson,	Philadelphia.
William P. Jenks,	Philadelphia.
James Long,	Philadelphia.
James Whitaker,	Philadelphia.
Joseph H. Trotter,	Philadelphia.
Thomas R. Patton,	Philadelphia.
John Devereux,	Philadelphia.
Jacob Naylor,	Philadelphia.
Charles W. Wharton,	Philadelphia.
James Day Rowland,	Philadelphia.
D. J. Morrell,	Johnstown.

CAPITAL STOCK.

Capital stock authorized by law: \$3,300,000; by merger of Bedford railroad, \$250,000,	\$3,550,000	00
Capital stock, amount subscribed,	2,106,500	00
Capital stock paid in by last report, Full paid.		
Capital stock, total amount now paid in, Full paid.		
Capital stock, number of shares issued, 42,130		
Capital stock, par value of each share,	50	

DEBT.

Funded Debt.		
First mortgage bonds, (due September 30, 1890, bear interest at seven per cent., which is payable April and October,) amount,	\$416,000	00
Second mortgage bonds, (due January 31, 1895, bear interest at seven per cent., which is payable February and August,) amount,	367,500	00
Third mortgage bonds, (due March 31, 1895, bear interest at seven per cent., which is payable April and October,) interest in default, . .	1,500,000	00
First and second mortgage scrip, (due December 1, 1889, bear interest at seven per cent., which is payable June and December,) amount,	\$118,895	
Scrip for interest, consolidated mortgage, due November 1, 1872, (interest in default,)	2,205	
	121,100	00
Total amount now of funded debt,	\$2,404,600	00
Floating Debt.		
Debt incurred for other purposes, and for what: Renewal of road, new motive power, cars, &c.,	\$133,500	
The amount now of floating debt,	\$133,500	00
Total amount now of floating and funded debt, exclusive of interest in default on consolidated mortgage bonds, as stated, . . .	\$2,538,100	00
Funded debt as per last report,	\$2,410,160	00
Floating debt as per last report,	162,650	00

COST.

Total cost of entire road to date, as per construction and equipment account,	\$4,376,091 38
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CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Huntingdon, Pa., to Mount Dallas, Pa.,	45	45
Length of single main track,	45	45
Branches.		
Shoup's Run branch, from Saxton to } Length of branch, . . .	9½	9½
Broad Top city, } Length of single track, . . .	9½	9½
Six Mile Run branch, from Riddles- } Length of branch, . . .	4½	4½
burg to Edge Hill, } Length of single track, . . .	4½	4½
Sandy Run branch, from Hopewell to } Length of branch, . . .	2½	2½
Laue Mine, } Length of single track, . . .	2½	2½
Aggregate length of main line and branches,	61½	61½
Aggregate length of sidings, and other track not above enumerated,	16	16
Aggregate length of main line, branches, leased roads, sidings, and other track,	77½	77½

Gauge.

What is the gauge of your lines?	4 feet 8½ inches.
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Track.

Miles of iron rail in use,	67½
Miles of steel rail in use,	10½

Weight of rail per yard, { Iron, 56 & 60 pounds.
Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 81
Wooden bridges, number of, 28; aggregate length, . . . 2,125 feet.
Iron bridges, number of, 4; aggregate length, 200 feet.
Wooden trestles, number of, 49; aggregate length, . . . 9,740 feet.

Stations.

Number of stations on main road: Passenger, 14; freight,
14; total, 28
Number of stations on branches: Passenger, 2; freight, 3;
total, 5
* Number of engine-houses and shops in Pennsylvania, 4;
total number entire road, 4
Number of wood and water stations on main road, 8
Number of wood and water stations on branches, 2

Value of real estate held by the company, exclusive of roadway: Two
collieries, and about 2,500 acres of coal land; cannot give cash value.

How is track laid, and on what foundation? On oak cross-ties, ballasted
with cinder.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than thirty tons weight, .	13	\$13,423	07
Number of locomotives of more than twenty tons weight, .	5	11,504	79
Number of first-class passenger cars,	4	5,500	00
Number of baggage, mail, and express cars,	3	8,000	00
Number of freight cars: House cars, 1; trucks, 23; total, .	24	406	50
Number of coal, ore, and stone cars,	28	864	29
Number of caboose cars,	9	456	00

Average number of cars in passenger trains, including
baggage cars, 2
Average number of cars in freight trains, 28
Average weight of passenger trains, including locomotive
and tender, in working order, 81 tons.
Average weight of freight trains, including locomotive and
tender, in working order, 670 tons.

Employees.

Average number of persons regularly employed by company,
including officials, About 190
Same in Pennsylvania, About 190

*One engine-house at Mt. Dallas; one at Huntingdon; and the principal engine-
house is at Saxton, where the shops are located.

DOINGS OF THE YEAR.

Transportation and total Miles run.

Number of miles run by passenger trains,	53,840
Number of miles run by freight trains.	27,810
Number of miles run by coal trains,	94,775
Number of through passengers for the year on main road,	6,267½
Number of passengers (all classes) carried in cars, . . .	46,560½
Number of passengers carried one mile,	795,931
Number of passengers carried one mile in Pennsylvania, .	795,931
Number of tons of 2,000 pounds of through freight for the year on main road,	283,398
Number of tons of freight carried one mile,	13,056,514
Number of tons of freight carried one mile in Pennsylvania,	13,056,514
Gross amount of tonnage for the year, (2,000 pounds per ton,)	415,337
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22½
Aggregate rate of speed adopted by express trains, in- cluding stops, (miles per hour,)	22½
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	1,613	July, 1879,	4,828
February, 1879,	2,792½	August, 1879,	5,256½
March, 1879,	3,511	September, 1879,	4,176½
April, 1879,	3,653	October, 1879,	4,868
May, 1879,	3,494	November, 1879,	3,801
June, 1879,	3,575	December, 1879,	4,992

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,043	Stone and lime,	21,381
Bituminous coal,	313,525	Agricultural products,	358
Petroleum and other oils,	236	Merchandise and manufactures,	15,409
Pig iron,	10,569	Live stock,	605
Railroad iron,	1,808	Lumber,	17,734
Other iron or castings,	325		
Iron and other ores,	32,344	Total,	415,337

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through and way passengers, (proximate,) .	3 cents.
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The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, general merchandise, per ton per mile, proximate average,	2.7 cents.
For through coal, per ton per mile, approximate average,	1½ cents.
For local freight, per ton per mile, according to distance,	2 to 5 cents.
For local coal, per ton per mile, approximate average, . .	3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$358	21	\$614	10	\$972	31
February, 1879,	480	03	714	82	1,294	85
March, 1879,	702	30	981	74	1,684	04
April, 1879,	573	61	1,264	79	1,838	40
May, 1879,	694	00	1,103	86	1,797	86
June, 1879,	805	87	986	69	1,792	56
July, 1879,	1,883	78	1,511	81	3,395	59
August, 1879,	1,640	49	1,584	56	3,234	05
September, 1879,	908	81	1,494	57	2,403	38
October, 1879,	768	69	1,530	38	2,299	07
November, 1879,	608	29	1,213	35	1,821	64
December 1879,	698	11	1,666	23	2,364	34
Total,	\$10,131	19	\$14,766	90	\$24,898	09

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$8,305	47	\$3,415	98	\$11,721	45
February, 1879,	12,280	06	3,130	03	15,410	09
March, 1879,	16,721	85	4,013	82	20,735	67
April, 1879,	14,048	78	4,319	15	18,367	93
May, 1879,	15,070	68	5,976	87	21,047	55
June, 1879,	14,878	78	6,268	17	21,146	95
July, 1879,	16,017	89	3,895	19	19,913	08
August, 1879,	15,858	08	4,690	22	20,548	30
September, 1879,	8,253	69	5,295	61	13,549	30
October, 1879,	17,218	68	4,838	95	22,057	63
November, 1879,	12,854	94	5,353	22	18,208	16
December, 1879,	13,416	05	5,141	22	18,557	27
Total,	\$164,924	95	\$56,338	43	\$221,263	38

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$227	21	\$115	31	\$73	72	\$416	24
February, 1879,	227	21	99	53	71	81	398	55
March, 1879,	227	22	141	67	186	00	554	89
April, 1879,	227	21	155	51	133	42	516	14
May, 1879,	227	21	202	38	176	64	606	23
June, 1879,	227	22	150	45	152	46	530	13
July, 1879,	227	21	256	33	240	01	723	60
August, 1879,	227	21	275	90	324	66	827	77
September, 1879,	227	22	283	09	194	11	704	42
October, 1879,	227	21	282	52	278	66	788	39
November, 1879,	227	21	228	95	195	68	651	84
December, 1879,	227	22	330	95	202	02	760	19
Total,	\$2,726	56	\$3,522	64	\$2,229	19	\$7,478	39

Total passenger earnings for the year,	\$24,898	09
Total freight earnings for the year,	221,263	38
Total earnings from all other sources,	7,478	89
Total earnings for the year,*	\$253,639	86
Total receipts from all sources on whole length of line,	\$253,639	86
Proportion of earnings in Pennsylvania to earnings of whole line,	253,639	86

* Receipts from all sources as above,	\$253,639	86
Less drawbacks,	\$4,548	89
Royalty of mines and road,	114	50
	4,663	39

As per semi-annual returns to State of Pennsylvania, \$248,976 47

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, siding, &c., at McConnellstown, and side track to mine,	\$1,472	04
Land or land damages,	9	15
Engine-houses, car sheds, wood and coal sheds, and water tanks, two coal wharves, and one water station,	396	15
New freight cars: 10 D. B. gondolas, and 1 box car; number 11,	3,900	88
New machine shops, machinery, and tools, store-houses at Saxton shops,	482	15
Any other expenditures chargeable to this account: New bridge masonry, and (railroad) dwelling-house,	634	70
Total,	\$6,895	07
Proportion for Pennsylvania,	\$6,895	07

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$22,839	67
New iron rails, number of tons, 102,448,	4,211	10
New steel rails, number of tons, 189,110,	8,966	29
Repairs of bridges and trestles,	6,595	91
Repairs of buildings and fixtures, \$1,582 11		
Credit balance mines and real estate, 74 59		
	1,507	52
All other expenses for maintenance of way,	2,484	53
Total for maintenance of way,	\$46,605	02
Cost per mile of road kept in repair, (77 $\frac{1}{10}$ miles,) . . . . .	.602	91
Proportion for Pennsylvania, . . . . .	.602	91

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$6,249	66
Repairs of machinery,	821	49
Repairs of passenger, baggage, and mail cars,	2,323	04
Repairs of freight cars,	1,508	08
All other expenses for maintenance of motive power and cars,	5,569	06
Total for maintenance of motive power and cars,	\$16,471	28
Cost per mile of road operated, 61 $\frac{1}{10}$ miles, . . . . .	.268	70
Proportion for Pennsylvania, 61 $\frac{1}{10}$ miles, . . . . .	.268	70

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$9,255	31
Salaries, wages, and incidentals chargeable to freight department,		
\$22,744 75, and drawbacks, \$4,548 89,	27,293	64
Wages of switchmen, signal-men, gate-keepers, and watchmen,	121	48
Fuel—number of cords of wood, 654; cost,	104	25
Fuel—number of tons of coal, 5,147 ¹ / ₁₀ ; cost,	4,200	22
Oil and waste,	918	98
Damages for cattle killed or injured,	25	00
Damages to property, including damages by fire,	69	00
Taxes,	137	56
Telegraph expenses,	2,602	40
Amount paid other corporations or individuals for use of all other cars,	276	78
General salaries and office expenses, law expenses, fire insurance, &c., and all other expenses (except interest) not included in any of the above items,	21,123	88
Total miscellaneous,	\$66,128	45
Amount per mile of road operated, 61 ¹ / ₁₀ miles,	1,078	77
Proportion for Pennsylvania, 61 ¹ / ₁₀ miles,	1,078	77
Total expenditures for operating the road,	129,204	75
Total charged to road and equipment,	6,895	07
Expenses per mile of road operated,	2,107	74
Expenses per mile of single track operated, not including sidings,	2,107	74
Proportion for Pennsylvania,	2,107	74

EARNINGS.

Passenger transportation, local and through,	\$24,898	09
Freight transportation, local and through,	221,263	38
Mail service,	2,726	56
Express service,	2,522	64
Rents of dwelling-houses, \$789; and royalty of mines and rent of mine houses, \$114 50,	903	50
All other sources of income,	1,325	69
Total,	\$258,639	86
Operating Expenses.		
Maintenance of way and buildings,	\$46,605 02	
Maintenance of motive power and cars,	16,471 28	
Miscellaneous,	66,128 45	
Total operating expenses, \$129,204 75, being 50 ³ / ₁₀ per cent. of earn- ings,	129,204	75
	253,639	86
Net earnings,	\$124,485	11
Earnings per mile of road operated, 61 ¹ / ₁₀ miles	\$4,137	68
Expenses per mile of road operated,	2,107	74
Net earnings,	\$2,029	94

The form of this report being different from that in which the books of the company are kept, the figures under different headings do not always agree with the company's published annual reports, though in the aggregate they do agree.

EXPRESS COMPANIES.

- What express companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.?

Adams Express Company only. We furnish and keep in repair the cars, tracks, machinery, &c., and carry their freights at fifteen, twenty, and thirty cents per one hundred pounds, they paying monthly for the same.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? For the year 1879, we received \$227 21½ per month; total, \$2,726 56.

STOCK AND DIVIDENDS.

Amount of preferred stock, 23,531 shares, \$1,176,550 00
Amount of common stock now outstanding, 18,599 shares, 929,950 00

Cash balance on hand, January 1, 1880,	\$20,743	95
Balance of accounts due company,	47,409	89
Material, fuel, and stores,	7,725	60

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, B. Andrews Knight, president, and J. P. Donaldson, treasurer, of the Huntingdon and Broad Top Mountain Railroad and Coal Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) B. ANDREWS KNIGHT, *President.*
J. P. DONALDSON, *Treasurer.*

Affirmed and subscribed before me this 2d day of February, A. D. 1880
AL. P. BURCHELL, *Notary Public.*

REPORT

OF THE

Huntingdon, Fulton and Franklin Railroad Company,
for the year ending December 31, 1879.

OFFICERS.	
Names.	Residences.
W. A. Meeker, President, (deceased,)	Philadelphia, Pa.
John Dougherty, Vice President,	Mt. Union, Pa.
E. B. McCrum, Secretary and Treasurer,	Selinsgrove, Pa.
Names of Directors.	
	Residences.
William A. Meeker,	Philadelphia, Pa.
John Dougherty,	Mt. Union, Pa.
James Kelly,	Burnt Cabins, Pa.
E. B. McCrum,	Selinsgrove, Pa.
Noah Hertzler,	Port Royal, Pa.
D. B. Spanogle,	East Waterford, Pa.
Edward Dougherty,	Mt. Union, Pa.
William P. Schell,	Bedford, Pa.

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	11,650	00
Capital stock paid in by last report,	1,867	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

COST.	
Total cost of entire road to date, for survey—engineering,	\$2,000 00

CHARACTERISTICS OF ROAD.		
Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line. from Mifflintown, Pa., to Hancock, Md., .	82½	80
Aggregate length of main line and branches,	82½	80

STATE OF PENNSYLVANIA, }
County of Snyder, } ss :

Personally appeared before me, E. 'B. McCrum, treasurer, of the Huntingdon, Fulton, and Franklin Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully

examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

E. B. McCRUM, *Treasurer.*

Sworn and subscribed before me, this 14th day of February, A. D. 1880.

H. H. PINE, *Notary Public.*

R E P O R T

OF THE

Ironton Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Eli J. Saeger, President,	Allentown, Pa.
Charles Stewart Wurts, Secretary and Treasurer,	—
Robert McAllister, General Manager,	—
William Andrews, Superintendent,	—

<i>Names of Directors.</i>	<i>Residences.</i>
Eli J. Saeger,	Allentown, Pa.
Robert McAllister,	Allentown, Pa.
Robert Lenox Kennedy,	New York, N. Y.
M. A. Wurts,	Philadelphia.
Charles Stewart Wurts,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	200,000	00
Capital stock, total amount now paid in,	200,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Total amount now of funded debt, income bonds,	\$200,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, current liabilities over current revenues, \$11,400 18		
The amount now of floating debt,	11,400	18
Total amount now of floating and funded debt,	\$211,400	18
Funded debt, as per last report,	200,000	00
Floating debt, as per last report,	13,410	98

COST.

Total cost of entire road to date,	\$250,000	00
Average of same per mile of road laid,	25,000	00
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment,	18,000	00
Average cost of equipment per mile of road operated by company,	1,800	00
Proportion of same for Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile,	26,800	00
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Coplay to Ironton and Orefield,	10	10
Length of single main track,	10	10
Aggregate length of main line and branches,	10	
Aggregate length of sidings and other track not above enumerated: About 4 miles.		
Aggregate length of main line, branches, leased roads, sidings, and other track,	14	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 10
Weight of rail per yard, iron, 50 to 57 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 10
Wooden bridges, number of, 10; aggregate length, 840 feet.
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 2
Value of real estate held by the company, exclusive of roadway, assessor, \$22,555 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania: All in Pennsylvania.

How is track laid, and on what foundation? Oak ties and furnace cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	
Number of locomotives of more than 20 tons weight,	1	
Number of freight cars,	1	

Average weight of freight trains, including locomotive and tender, in working order, about 175 tons.

Employees.

Average number of persons regularly employed by company, including officials, 13
Same in Pennsylvania, 13

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by freight trains, about 9,610
Number of tons of 2,000 pounds of through freight for the year, on main road, 80,531.11
Number of tons of freight carried one mile, 80,531.11
Number of tons of freight carried one mile in Pennsylvania, 80,531.11
Gross amount of tonnage for the year, (2,000 pounds per ton,) 80,531.11
Average rate of speed adopted by freight trains, including stops, (miles per hour,) 6

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal, 6,878.19 | Stone and lime, 10,415.10
Iron and other ores, 61,656.06 | Other articles, 1,580.16

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, 3 to 10 cents.
For through coal, per ton per mile, 3 to 10 cents.
For local freight, per ton per mile, 3 to 10 cents.
For local coal, per ton per mile, 3 to 10 cents

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,394	66	. . . . .	. . . . .	. . . . .	. . . . .
February, 1879,	1,861	96	. . . . .	. . . . .	. . . . .	. . . . .
March, 1879,	2,201	62	. . . . .	. . . . .	. . . . .	. . . . .
April, 1879,	2,279	87	. . . . .	. . . . .	. . . . .	. . . . .
May, 1879,	2,929	45	. . . . .	. . . . .	. . . . .	. . . . .
June, 1879,	2,511	15	. . . . .	. . . . .	. . . . .	. . . . .
July, 1879,	2,048	47	. . . . .	. . . . .	. . . . .	. . . . .
August, 1879,	2,873	59	. . . . .	. . . . .	. . . . .	. . . . .
September, 1879,	3,491	24	. . . . .	. . . . .	. . . . .	. . . . .
October, 1879,	3,846	21	. . . . .	. . . . .	. . . . .	. . . . .
November, 1879,	3,496	51	. . . . .	. . . . .	. . . . .	. . . . .
December, 1879,	3,467	28	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$32,404	01	. . . . .	. . . . .	\$32,404	01
Total earnings for the year,					\$32,404	01
Proportion of earnings in Pennsylvania to earnings of whole line : All in Pennsylvania.						

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,272	06
New iron rails, number of tons, 54.04.		
Total for maintenance of way,	\$5,272	06
Cost per mile of road kept in repair,	\$376	58
Proportion for Pennsylvania, All in Pennsylvania.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$212	90
Total for maintenance of motive power and cars,	\$212	90
Cost per mile of road operated,	\$15	21
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to freight department, . .	\$2,915	59
Fuel—number of cords of wood, 20; cost \$3 per cord,	60	00
Fuel—coal, cost,	899	39
Oil and waste,	180	87
Taxes, includes amount paid United States upon old claim,	4,544	33
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	3,723	52
Total miscellaneous,	\$12,323	70
Amount per mile of road operated,	\$880	26
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	17,808	66
Total charged to road and equipment,	17,808	66
Expenses per mile of road operated,	1,272	05
Expenses per mile of single track operated, not including sidings, . .	1,780	86
Expenses per train mile,	1	85 ¹ / ₂
Proportion for Pennsylvania, All.		

EARNINGS.

Freight transportation, local and through,	\$32,404	01
Total,	\$32,404	01
Operating Expenses.		
Maintenance of way and buildings,	\$5,272	06
Maintenance of motive power and cars,	212	90
Miscellaneous,	12,823	70
Total operating expenses, being 54 ¹ / ₂ per cent. of earnings,	17,808	66
Net earnings,	\$14,595	35
Earnings per mile of road operated,	\$2,314	57
Expenses per mile of road operated,	1,272	04
Net earnings,	\$1,042	53

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 4,000 shares.

STATE OF PENNSYLVANIA, }
County of Lehigh, } ss:

Personally appeared before me, Eli J. Saeger, president, of the Ironton Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) ELI J. SAEGER. *President.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.
JAMES HAMMAN, *Alderman.*

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Charles Stewart Wurts, treasurer, of the Ironton Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of his knowledge and belief.

(Signed) CHARLES STEWART WURTS, *Treasurer.*

Affirmed and subscribed to before me, this 24th day of January, A. D. 1880.
JNO. C. SIMS, Junior, *Notary Public.*



REPORT
OF THE
*Jamestown and Franklin Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James Miles, President,	Girard, Pa.
J. C. Cornwell, Secretary,	Stoneboro', Pa.
R. P. Cann, Treasurer,	Stoneboro', Pa.
General offices at Stoneboro', Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
J. C. Cornwell,	Stoneboro', Pa.
James Mason,	Cleveland, Ohio.
William Gibson,	Jamestown, Pa.
J. S. McCalmont,	Franklin, Pa.
S. P. McCalmont,	Franklin, Pa.
A. W. Raymond,	Franklin, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	634,050	00
Capital stock paid in by last report,	601,810	50
Capital stock, total amount now paid in,	601,810	50
Capital stock, number of shares issued, 12,024		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1897, bear interest at seven per cent., which is payable January and July,) amount,	\$397,000	00
Second mortgage bonds, (due January 1, 1894, bear interest at seven per cent., which is payable June and December,) amount,	500,000	00
. Total amount now of funded debt,	\$897,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$1,062,579 42		
The amount now of floating debt,	1,062,579	42
Total amount now of floating and funded debt,	\$1,959,579	42
Funded debt, as per last report,	\$910,000	00
Floating debt as per last report,	1,050,296	28
Total cash realized from capital stock and debt, about,	2,500,000	00

COST.

Total cost of entire road to date,	\$2,530,872	61
Average of same per mile of road laid,	49,527	84
Proportion of same for Pennsylvania,	2,530,872	61

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Jamestown to Oil City,	51.10	51.10
Branches.		
Coal Mine branch,	1.70	1.70
Aggregate length of main line and branches,	52.80	
Aggregate length of sidings and other track, not above enumerated,	16.81	
Aggregate length of main line, branches, leased roads, sidings, and other track,	69.61	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 56.19
Miles of steel rail in use, 13.42
Weight of rail per yard, { Iron, 50 & 60 pounds.
 { Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 17
Wooden bridges, number of, 9; aggregate length, 904 feet.
Iron bridges, number of, 1; aggregate length, 457 feet.
Wooden trestles, number of, 7; aggregate length, 835 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Erie and Pittsburgh railroad, at Jamestown, Pa.; Atlantic and Great Western railroad, at Amasa, Pa.; New Castle and Franklin railroad, at Branch, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Atlantic and Great Western railroad, at Franklin, Pa., (under.)

Stations.

Number of stations on main road: Passenger, 9; freight, 4; total, 13
Number of engine-houses and shops in Pennsylvania, 4; total number entire road, 4
Number of wood and water stations on main road, 9
Number of tunnels, 1; aggregate length, 925 feet.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,675	34
February, 1879,	1,642	61
March, 1879,	2,310	91
April, 1879,	2,366	42
May, 1879,	1,901	51
June, 1879,	1,880	25
July, 1879,	2,218	79
August, 1879,	2,092	52
September, 1879,	2,152	56
October, 1879,	2,623	47
November, 1879,	2,331	46
December, 1879,	1,995	84
Total,	\$25,191	68

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$10,073	19
February, 1879,	8,561	00
March, 1879,	8,604	40
April, 1879,	9,012	56
May, 1879,	10,620	87
June, 1879,	9,079	08
July, 1879,	13,739	54
August, 1879,	13,493	17
September, 1879,	17,763	69
October, 1879,	16,231	89
November, 1879,	10,088	16
December, 1879,	7,855	44
Total,	\$185,123	99

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$193	67	\$40	27	\$200	00	\$433	94
February, 1879,	193	67	38	33	66	00	298	00
March, 1879,	193	67	49	60	62	96	306	23
April, 1879,	193	67	68	94	30	00	292	61
May, 1879,	193	67	99	27	60	92	353	86
June, 1879,	193	67	155	13	35	00	383	80
July, 1879,	193	67	86	95	.	.	280	62
August, 1879,	193	67	78	64	66	00	338	31
September, 1879,	193	67	78	83	.	.	272	50
October, 1879,	193	67	69	58	.	.	263	25
November, 1879,	193	67	72	27	.	.	265	94
December, 1879,	193	67	78	51	100	00	372	18
Total,	\$2,324	04	\$916	32	\$620	88	\$3,861	24

Total passenger earnings for the year,	\$25,191	68
Total freight earnings for the year,	135,123	99
Total earnings from all other sources,	3,861	24
Total earnings for the year,	\$164,176	91
Total receipts from all sources on whole length of line,	\$164,176	91
Proportion of earnings in Pennsylvania to earnings of whole line, . .	164,176	91

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Any other expenditures chargeable to this account,	\$225	77
Total,	\$225	77
Proportion for Pennsylvania,	\$225	77

EARNINGS.

Passenger transportation, local,	\$25,191	68
Freight transportation, local,	135,123	99
Mail service,	2,324	04
Express service,	916	32
Rents,	857	92
All other sources of income,	262	96
Total,	\$164,176	91
Operating Expenses.		
Total operating expenses, being sixty per cent. of earnings, . . .	100,022	56
Net earnings,	\$64,154	35
Earnings per mile of road operated,	\$3,212	85
Expenses per mile of road operated,	1,957	88
Net earnings,	\$1,255	47

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Union Express Company, under arrangements made with lessee.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Under arrangements made with lessee.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$601,810 50

STATE OF PENNSYLVANIA, }
County of Erie, } ss :

Personally appeared before me, James Miles, president, and R. P. Cann, treasurer, of the Jamestown and Franklin Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES MILES, *President.*
ROBERT P. CANN, *Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1880.
J. ROBERT HALL, *Notary Public.*

REPORT

OF THE

Jefferson Railroad Company, for the year ending December 31, 1879.

OFFICERS.	
Names.	Residences.
Edward M. Clymer, President,	Reading, Pa.
Augustus R. Macdonough, Secretary,	New York city, N. Y.
* B. Thomas, Division Superintendent.	
General offices, at Scranton, Pa.	
Names of Directors.	Residences.
Thomas Dickson,	Scranton, Pa.
Samuel Hines,	Scranton, Pa.
Horatio S. Pierce,	Scranton, Pa.
Edward N. Willard,	Scranton, Pa.
Joseph H. Steel,	Scranton, Pa.
William W. Scranton,	Scranton, Pa.
Alfred Hand,	Scranton, Pa.
Joseph J. Albright,	Scranton, Pa.
William A. May,	Scranton, Pa.
Hugh J. Jewett,	New York city, N. Y.
Edmund S. Bowen,	New York city, N. Y.
Augustus R. Macdonough,	New York city, N. Y.

* Superintendent of the Delaware Division of the New York, Lake Erie and Western railroad.

CAPITAL STOCK.

Capital stock authorized by law: An amount sufficient to build the road.		
Capital stock authorized by votes of company,	\$2,096,050	00
Capital stock, amount subscribed,	2,096,050	00
Capital stock paid in by last report,	2,096,050	00
Capital stock, total amount now paid in,	2,096,050	00
Capital stock, number of shares issued, 41,921		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1889, bear interest at seven per cent., which is payable January 1 and July 1,) for Carbondale Branch, amount,	\$2,000,000	00
Second mortgage bonds, (due January 1, 1887, bear interest at seven per cent., which is payable January 1 and July 1,) for Hawley Branch, amount,	204,000	00
Second mortgage bonds, (due January 1, 1889, bear interest at seven per cent., which is payable January 1 and July 1,) for Hawley Branch, amount,	96,000	00
Total amount now of funded debt,	\$2,300,000	00

COST.

Total cost of entire road to date, as represented by stock and bonds, as above mentioned,	\$4,396,050 00
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CHARACTERISTICS OF ROAD

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Susquehanna Depot to Carbondale, 86.686; Hawley to Honesdale, 8.188,	44.869	44.869
Length of single main track,	44.869	44.869
Aggregate length of main line and branches,	44.869	44.869
Aggregate length of sidings and other track not above enumerated,	34.565	34.565
Aggregate length of main line, branches, leased roads, sidings, and other track,	79.434	79.434

Gango.

What is the gauge of your lines? 6 feet and 4 feet 8½ inches

Track.

Miles of iron rail in use,	51.464
Miles of steel rail in use,	7.522
Weight of rail per yard, { Iron, 50, 60, and 67½ lbs.	
{ Steel,	63 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	55
Wooden bridges, number of, 51; aggregate length,	877 feet.
Stone bridges, number of, 1; aggregate length,	25 feet.
Wooden trestles, number of, 3; aggregate length,	2,977 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania Coal Company gravity railroad, at Hawley.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Delaware and Hudson Canal Company Ninevah Branch railroad, one and a half miles east of Susquehanna.

Stations.

Number of stations on main road, passenger and freight, .	10
Number of wood and water stations on main road, . . .	7

How is track laid, and on what foundation? Wooden cross-ties, filled with earth, stone, and cinders.

Average number of cars in passenger trains, including baggage cars,	2
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Average number of cars in freight trains,	56
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Average weight of passenger trains, including locomotive and tender, in working order,	115 tons.
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Average weight of freight trains, including locomotive and tender, in working order,	1,000 tons.
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With regard to the inquiries contained on pages 9, 10, 11, 12, 13, and 14, the following statement is made:

The Jefferson road is leased to the Erie Railway Company, and operated by its successor, the New York, Lake Erie and Western Railroad Company, under a lease running from January 1, 1869, during the continuance of the charters of both companies, and all renewals thereof. The particulars of the operations and expenditures during the past year have been kept as a part of the general accounts of the New York, Lake Erie and Western Railroad Company, and cannot be particularly specified as applicable to this road.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? United States Express Company, under their contract with the New York, Lake Erie and Western Railroad Company.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Delaware and Hudson Canal Company, on terms settled by their contract with the New York, Lake Erie and Western Railroad Company.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? There is no special contract between the Government and this company, the service being performed by the New York, Lake Erie and Western Railroad Company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding : 41,921 shares,
\$50 each, \$2,096,050 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	1	2	3	12	4	14
Others,						
Total,	1	2	3	12	4	14

Statement of each Accident.

George Philipi, age thirty years, Carbondale, Pa.; falling off train at Ararat Summit, January 30, 1879; received slight injuries.

Daniel Cooney, age twenty-five years, Port Jervis; had his right hand crushed in Hawley yard, at 12.20, p. m., February 4, 1879, making amputation of middle finger necessary.

Levi J. Totten, age twenty-nine years, Port Jervis; had his left hand badly injured in Honesdale yard, at 1.30, p. m., March 15, 1879.

Martin Dillon, age twenty-nine years, StarMEA, Pa.; had the thumb of his right hand badly bruised, March 24, 1879, making amputation of the first joint necessary.

S. T. Palmer, age thirty-two years, George M. Stewart, age thirty years, both of Carbondale, Pa., and Michael Murphy, age twenty years, Susquehanna, Pa. These three men were severely injured, at 12.30, a. m., May 10, 1879, by part of coal train 6 running off the track on trestle Three and a half, one mile east of Thompson, and falling to the ground forty feet below. Murphy received injuries from which he died.

Damos Yando, age forty-five years, Carbondale, Pa. He fell off a coal train, at Forest City, at 1.35, p. m., May 1, 1879, and was crushed under the wheels, dying three minutes afterward.

John Kittrick, age twenty-two years, Hancock, N. Y. He fell under the wheels of a coal train, at Millville, at 5.05, p. m., May 20, 1879, receiving injuries from which he died the following day.

Arthur Taylor, age twenty-six years, Susquehanna, Pa.; had his right

hand jammed, at Stillwater, June 2, 1879, making amputation of first finger necessary.

Kearn Breman, age twenty-four years, Carbondale, Pa.; had his right hand badly bruised, in Carbondale yard, at 10.15, A. M., July 12, 1879. No bones broken.

Edward Hadden, age twenty-five years, Brandt. He was bruised about the hips and body, at Stevens', at 6.45, A. M., July 22, 1879. No bones broken.

John Gilbride, age twenty-eight years, Uniondale. He was run over by a coal train, at Uniondale, at 10, P. M., August 21, 1879, and was instantly killed.

Peter Pohren, age twenty-one years, Carbondale, Pa.; had the second finger of his right hand jammed off at the first joint, in Carbondale yard, at 9.45, A. M., September 23, 1879.

George Philipi, age thirty years, Carbondale, Pa.; had the middle finger of his left hand cut off at the first joint, and the thumb and third finger badly bruised, in Carbondale yard, at 2.30, P. M., September 23, 1879.

Lawrence Lamb, age twenty-three years, Susquehanna, Pa.; had his left arm badly lacerated, in Carbondale yard, at 1.25, A. M., October 26, 1879.

Dennis O'Brien, age twenty-seven years, Susquehanna, Pa.; had his right hand badly jammed, in Carbondale yard, at 11.30, A. M., October 25, 1879.

Bernard Dunn, age twenty years, Susquehanna, Pa.; had his right hand badly crushed, at Ararat Summit, at 2.30, P. M., November 3, 1879, making amputation necessary.

STATE OF NEW YORK,) ss:
County of New York,)

Personally appeared before me, Edward M. Clymer, president, and A. R. MacDonough, secretary, of the Jefferson Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

EDWARD M. CLYMER, *President.*

A. R. MACDONOUGH, *Secretary.*

Sworn and subscribed before me, this 2d day of February, A. D. 1880.

HARSEN H. SMITH, *Notary Public, New York.*

R E P O R T
OF THE
*Jersey Shore, Pine Creek, and Buffalo Railway Com-
pany, for the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John S. Ross, President,	Coudersport, Pa.
John M. Hamilton, Secretary,	Coudersport, Pa.
John S. Ross, Treasurer,	Coudersport, Pa.
General offices at Coudersport, Potter county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Arthur G. Olmsted,	Coudersport, Pa.
Arch. F. Jones,	Coudersport, Pa.
Charles H. Armstrong,	Coudersport, Pa.
Pierre A. Stebbings, junior,	Coudersport, Pa.
William K. Jones,	Coudersport, Pa.
T. Guilford Smith,	Buffalo, N. Y.

CAPITAL STOCK.

Capital stock authorized by law, with right to increase to \$4,000,000, .	\$1,000,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock paid in by last report,	500,000	00
Capital stock, total amount now paid in,	500,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Floating Debt.</i>			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$333,362 76		
The amount now of floating debt,		\$333,362	76
Floating debt, as per last report,	\$336,039 22		

COST.

Total cost of entire road to date,	\$833,362 76
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CHARACTERISTICS OF ROAD.

<i>Main Line.</i>	<i>MILES.</i>	
	<i>Whole length.</i>	<i>Length in Penn'a.</i>
Length of proposed main line, from Williamsport to Port Alle- gheny,	118	118

STATE OF PENNSYLVANIA, }
County of Potter, } ss :

Personally appeared before me, John S. Ross, president and treasurer of the Jersey Shore, Pine Creek, and Buffalo Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) JNO. S. ROSS, *President and Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1880.
ARTHUR B. MANN, *Notary Public.*

REPORT
OF THE
Junction Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Isaac Hinckley, President,	Philadelphia.
Joseph Lesley, Secretary,	Philadelphia.
John Walker, junior, Treasurer,	Philadelphia.
Alphonse Feldpanche, Chief Engineer,	Philadelphia.
Charles E. Pugh, to April 1,	Philadelphia.
O. E. McClellan, from April 1 to } General Superintendent,	
December 31, 1879, }	

<i>Names of Directors.</i>	<i>Residences.</i>
Isaac Hinckley,	Philadelphia.
Thomas A. Scott,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
George B. Roberts,	Philadelphia.
Henry Lewis,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock paid in by last report,	250,000	00
Capital stock, total amount now paid in,	250,000	00
Capital stock, number of shares issued, 5,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due in 1882, bear interest at six per cent., which is payable January and July,) amount,	\$455,000	00
Second mortgage bonds, (due 1900, bear interest at six per cent., which is payable April and October,) amount,	300,000	00
Total amount now of funded debt,	\$755,000	00
Total amount now of floating and funded debt,	\$755,000	00
Total cash realized from capital stock and debt,	\$1,050,000	

COST.

Total cost of entire road to date,	\$1,064,730 50
Total cost of entire equipment,	1,064,730 50

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Belinont to Gray's Ferry,	3.676	3.676
Length of single main track,	7.358	7.352
Length of double main track,	3.676	3.676
Aggregate length of main line and branches,	3.676	3.676
Aggregate length of sidings and other track not above enumerated,	1.541	1.541
Aggregate length of main line, branches, leased roads, sidings, and other track,	4.1217	4.1217

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	2,352 feet.
Miles of steel rail in use,	5
Weight of rail per yard, { Iron,	67 pounds.
{ Steel,	67 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	4
Iron bridges, number of, 4; aggregate length,	425 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? West Chester and Philadelphia railroad, at West Philadelphia; Pennsylvania railroad, at West Philadelphia; Philadelphia, Wilmington and Baltimore railroad, at Grays' Ferry.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pennsylvania railroad, at Mantua, (over.)

Number of tunnels, 1 ; aggregate length, 750 feet.
How is track laid and on what foundation ? Stone ballast and white oak ties.

Average number of cars in passenger trains, including baggage cars, 5
Average number of cars in freight trains, 30

Employees.

Average number of persons regularly employed by company, including officials, 50

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains, 10,030
Number of miles run by freight and coal trains, 46,800
Number of through passengers for the year on main road, 278,125
Number of passengers (all classes) carried in cars, 278,125
Number of passengers carried one mile, 278,125

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	21,954	July, 1879,	23,982
February, 1879,	21,359	August, 1879,	23,012
March, 1879,	22,331	September, 1879,	23,810
April, 1879,	23,215	October, 1879,	23,056
May, 1879,	24,797	November 1879,	23,141
June, 1879,	23,288	December, 1879,	24,180

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through and way passengers, 3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$2,065	00	. . . . .	. . . . .	\$2,065	00
February, 1879,	1,927	50	. . . . .	. . . . .	1,927	50
March, 1879,	2,097	50	. . . . .	. . . . .	2,097	50
April, 1879,	1,035	40	. . . . .	. . . . .	1,035	40
May, 1879,	1,116	00	. . . . .	. . . . .	1,116	00
June, 1879,	1,061	44	. . . . .	. . . . .	1,061	44
July, 1879,	1,060	82	. . . . .	. . . . .	1,060	82
August, 1879,	1,065	78	. . . . .	. . . . .	1,065	78
September, 1879,	1,105	96	. . . . .	. . . . .	1,105	96
October, 1879,	1,075	08	. . . . .	. . . . .	1,075	08
November, 1879,	1,032	30	. . . . .	. . . . .	1,032	30
December, 1879,	1,102	36	. . . . .	. . . . .	1,102	36
Total,	\$15,745	14	. . . . .	. . . . .	\$15,745	14

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$12,717	64	. . . . .	. .	\$12,717	64
February, 1879,	12,647	24	. . . . .	. .	12,647	24
March, 1879,	14,441	56	. . . . .	. .	14,441	56
April, 1879,	11,492	30	. . . . .	. .	11,492	30
May, 1879,	12,182	55	. . . . .	. .	12,182	55
June, 1879,	11,294	56	. . . . .	. .	11,294	56
July, 1879,	5,581	30	. . . . .	. .	5,581	30
August, 1879,	19,707	30	. . . . .	. .	19,707	30
September, 1879,	12,792	75	. . . . .	. .	12,792	75
October, 1879,	14,195	85	. . . . .	. .	14,195	85
November, 1879,	12,579	75	. . . . .	. .	12,579	75
December, 1879,	11,854	05	. . . . .	. .	11,854	05
Total,	\$151,486	85	. . . . .	. .	\$151,486	85

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,			\$338	40	\$1,215	17	\$1,553	57
February, 1879,			316	80	178	70	495	50
March, 1879,	\$540	00	372	80	142	49	1,055	29
April, 1879,			369	60	252	18	621	78
May, 1879,			450	40			450	40
June, 1879,	540	00	393	60	961	76	1,895	36
July, 1879,			486	00			486	00
August, 1879,			403	20			403	20
September, 1879,	540	00	386	40	181	40	1,107	80
October, 1879,			428	00	224	50	652	50
November, 1879,			380	00	78	50	458	50
December, 1879,	540	00	395	20	78	50	1,018	70
Total,	\$2,160	00	\$4,670	40	\$3,313	20	\$10,143	60
Total passenger earnings for the year,							\$15,745	14
Total freight earnings for the year,							151,486	85
Total earnings from all other sources,							10,143	60
Total earnings for the year,							\$177,375	59
Total receipts from all sources on whole length of line,							\$177,375	59

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Total for maintenance of way, \$98,977 45

MISCELLANEOUS.

Taxes,	\$3,808	02
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	7,679	08

EARNINGS.

Passenger transportation, through,	\$15,745	14
Freight transportation, through,	151,486	85
Mail service,	2,160	00
Express service,	4,670	40
Rents,	463	25
All other sources of income,	2,849	95
Total,	\$177,375	59
Operating Expenses.		
Maintenance of way and buildings,	\$87,460 88	
Miscellaneous,	11,516 57	
Total,	98,977	45
Net earnings,	\$78,398	14
Earnings per mile of road operated,	\$48,252	50
Expenses per mile of road operated,	26,925	00

Bonds and Mortgages.

Loan 1862 for 82 years, \$455,000,	\$24,300	00
Loan 1865 for 90 years, \$300,000,	18,000	00
Total interest on loans,	\$45,300	00

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company, eighty cents per car per mile.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The mail service performed by contractor, and nothing is paid by company to United States Government.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 5,000 shares,
\$50 per share, \$250,000 00
Rate and date of all cash dividends on stock of original and consolidated companies: April 30, 1879, ten per cent. in cash on 5,000 shares, 25,000 00

Number and per cent. of dividends: Ten per cent.		
Amount paid in dividends,	\$25,000	00
Surplus at the commencement of the year,	20,562	43

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	1	. . . . .
Others,	1	. . . . .	1	. . . . .
Total,	2	. . . . .	2	. . . . .

Statement of each Accident.

April 7. Unknown man run over and killed in Market street tunnel.

April 17. James Rosser, foot crushed, south of Walnut street ; stealing a ride, and jumped off car and fell.

November 28. Thomas T. Mansfield, conductor ; killed at Thirty-first street ; was getting on engine, slipped, and fell on track.

STATE OF PENNSYLVANIA, } ss :
County of _____, }

Personally appeared before me, Isaac Hinckley, president, and John Walker, junior, treasurer, of the Junction Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) ISAAC HINCKLEY, *President.*
JOHN WALKER, Junior, *Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1880.
ALBERT B. GUILBERT, *Notary Public.*

R E P O R T
OF THE
*Kendall and Eldred Railroad Company, for the year
ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George B. Gates, President,	Buffalo, N. Y.
C. S. Cary, Vice President,	Olean, N. Y.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
J. W. Watson, General Superintendent,	Olean, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Gates,	Buffalo, N. Y.
Sherman S. Jewett,	Buffalo, N. Y.
C. S. Cary,	Olean, N. Y.
E. J. Ralph,	Emporium, Pa.
W. G. Roberts,	Eldred, Pa.
B. D. Hamlin,	Smethport, Pa.
W. R. Davenport,	Erie, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued,	1,500	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Total cash realized from capital stock and debt,	\$150,000	00
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COST.

Total cost of entire road and equipment,	\$150,000	00
Average of same per mile of road laid,	10,000	00
Proportion of same for Pennsylvania,	150,000	00
Total cost of entire equipment,	150,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Eldred to Tarporte,	15	15
Length of single main track,	15	
Aggregate length of main line and branches,	15	

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 13
Miles of steel rail in use, 2
Weight of rail per yard, { Iron, 35 pounds.
 { Steel, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 19
Wooden bridges, number of, 1; aggregate length, : . . 210 feet.
Wooden trestles, number of, 18; aggregate length, . . 4,858 feet.

Stations.

Number of stations on main road, passenger and freight, . 8
Number of engine-houses and shops in Pennsylvania, 2;
total number entire road, 2
Number of wood and water stations on main road, . . . 2

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight, . . .	4	\$5,500	00
Number of second-class passenger cars,	6		
Number of baggage, mail, and express cars,	2		
Number of freight cars: House cars, 6; trucks, 30; total, .	36		
Number of coal, ore, and stone cars,	29		

What kind of train brake is used on your road? Hand brake.
Average number of cars in passenger trains, including
baggage cars, 3
Average number of cars in freight trains, 8

DOINGS OF THE YEAR.
Transportation and total Miles Run.

Number of miles run by passenger trains,	39,120
Number of miles run by freight trains,	31,290
Number of passengers (all classes) carried in cars, . . .	201,740
Number of passengers carried one mile,	1,616,029
Number of passengers carried one mile in Pennsylvania, .	1,616,029
Number of tons of freight carried one mile in Pennsylv- nia,	310,893
Gross amount of tonnage for the year, (2,000 pounds per ton,)	40,362
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	4,960	July, 1879,	20,132
February, 1879,	5,560	August, 1879,	18,263
March, 1879,	15,309	September, 1879,	16,221
April, 1879,	18,554	October, 1879,	16,882
May, 1879,	21,491	November, 1879,	18,229
June, 1879,	21,870	December, 1879,	24,269

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

Anthracite and bituminous coal,	5,130	Merchandise and manufactures,	8,522
Other iron or castings,	9,853	Lumber,	12,130
Stone and lime,	231	Other articles,	2,362
Agricultural products,	2,184		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.
For second-class through passengers,	5 cents.
For second-class way passengers,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$3,501 25	
February, 1879,		4,405 30	
March, 1879,		5,886 20	
April, 1879,		7,377 80	
May, 1879,		8,471 10	
June, 1879,		7,832 15	
July, 1879,		7,124 55	
August, 1879,		6,290 35	
September, 1879,		5,665 15	
October, 1879,		6,213 06	
November, 1879,		6,595 60	
December, 1879,		8,729 05	
Total,		\$78,091 55	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$3,497 96	. . . . .
February, 1879,	3,781 72	. . . . .
March, 1879,	6,647 18	. . . . .
April, 1879,	7,250 04	. . . . .
May, 1879,	7,184 47	. . . . .
June, 1879,	4,963 95	. . . . .
July, 1879,	4,149 85	. . . . .
August, 1879,	4,183 92	. . . . .
September, 1879,	4,261 94	. . . . .
October, 1879,	6,069 53	. . . . .
November, 1879,	6,393 36	. . . . .
December, 1879,	5,480 08	. . . . .
Total,	\$63,814 00	. . . . .

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .	. . . . .	\$125 79	\$211 15	. . . . .
February, 1879, . . . . .	. . . . .	167 50	227 80	. . . . .
March, 1879, . . . . .	. . . . .	254 37	232 47	. . . . .
April, 1879, . . . . .	. . . . .	385 81	230 18	. . . . .
May, 1879, . . . . .	. . . . .	487 76	146 36	. . . . .
June, 1879, . . . . .	. . . . .	848 15	101 59	. . . . .
July, 1879, . . . . .	. . . . .	335 08	98 12	. . . . .
August, 1879, . . . . .	. . . . .	310 11	83 83	. . . . .
September, 1879,	\$376 19	249 70	111 38	. . . . .
October, 1879, . . . . .	. . . . .	228 87	128 14	. . . . .
November, 1879, . . . . .	. . . . .	253 00	148 70	. . . . .
December, 1879,	234 48	278 49	465 81	. . . . .
Total,	\$610 67	\$3,874 63	\$2,185 53	\$6,170 83

Total passenger earnings for the year,	\$78,091 55
Total freight earnings for the year,	63,814 00
Total earnings from all other sources,	6,170 83
Total earnings for the year,	\$148,076 38
Total receipts from all sources on whole length of line,	\$148,076 38

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$445 00
New locomotives, number, 1,	5,250 00
New passenger cars, number, 1,	1,500 00
Any other expenditures chargeable to this account,	419 04
Total,	\$7,614 04

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Ways and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$6,384	25
New iron rails,	1,113	13
New steel rails,	488	11
Repairs of bridges,	732	18
Repairs of buildings and fixtures,	525	00
All other expenses for maintenance of way,	1,015	19
Total for maintenance of way,	\$10,257	86

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,514	16
Repairs of passenger, baggage, and mail cars,	314	73
Repairs of freight cars,	140	08
All other expenses for maintenance of motive power and cars,	1,283	75
Total for maintenance of motive power and cars,	\$3,252	72

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$7,418	95
Salaries, wages, and incidentals chargeable to freight department,	9,731	63
Fuel—coal,	2,849	96
Oil and waste,	277	42
Damages for cattle killed or injured,	329	25
Damages for loss of goods and baggage,	1,945	00
Damages to property, including damages by fire,	1,000	00
Taxes,	1,430	04
Insurance,	422	67
Telegraph expenses,	276	56
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	5,614	84
Total miscellaneous,	\$31,296	82

EARNINGS.

Passenger transportation, local and through,	\$78,091	55
Freight transportation, local and through,	63,814	00
Mail service,	610	67
Express service,	3,374	63
All other sources of income,	2,185	53
Total,	\$148,076	38

Operating Expenses.

Maintenance of way and buildings,	\$10,257	86
Maintenance of motive power and cars,	3,252	72
Miscellaneous,	31,296	82
Total operating expenses,	\$44,806	90
Net earnings,	\$103,269	48

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? American Express Company, pay first-class rates per one hundred pounds, and fifty per cent. added.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General express; at depot.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Pay by weight, according to law.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$150,000 00
Rate and date of all cash dividends on stock of original
and consolidated companies :

January, 1879, two per cent. ; February, 1879, two per cent. ; March, 1879, two per cent. ; April, 1879, two per cent. ; May, 1879, two per cent. ; June, 1879, two per cent. ; July, 1879, six per cent. ; July, 1879, two per cent. ; August, 1879, two per cent. ; September, 1879, two per cent. ; September, 1879, six per cent. ; October, 1879, two per cent. ; October, 1879, six per cent. ; November, 1879, two per cent. ; December, 1879, three per cent. ; December, 1879, six per cent.

Number and per cent. of dividends,	16		
Amount paid in dividends,		\$78,500	00
Balance for the year, or surplus,		22,155	44
Total surplus,		22,155	44
Surplus invested as follows:			
Cash and loans on hand,		18,751	19
Balance of accounts due company,		3,404	25

STATE OF NEW YORK, }
County of Erie, } ss :

Personally appeared before me, George B. Gates, president, and Franklin S. Buell, treasurer, of the Kendall and Eldred Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) G. B. GATES, *President*.
FRANKLIN S. BUELL, *Treasurer*.

Sworn and subscribed before me, this 1st day of March, A. D. 1880.

PHILIP JOYCE,
Notary Public in and for Erie county, New York.

REPORT

OF THE

Keystone Coal Railroad Company, for the year ending
December 31, 1878.

OFFICERS.		
Names.		Residences.
Henry A. Stiles, President,		Philadelphia.
F. H. Williams, Secretary and Treasurer,		Philadelphia.
R. Lee France, General Superintendent,		Meyersdale.
Names of Directors.		Residences.
David E. Small,		York, Pa.
Jonathan Steward,		Trenton, N. J.
R. D. Barclay,		Philadelphia, Pa.
William J. Baer,		Somerset, Pa.
Henry T. Weld,		Mt. Savage, Md.
George F. Baer,		Reading, Pa.

CHARACTERISTICS OF ROAD.		
Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Keystone mines to Keystone Junction,	5½	
Aggregate length of main line and branches,	5½	5½
Aggregate length of sidings and other track not above enumerated,	¼	¼
Aggregate length of main line, branches, leased roads, sidings, and other track,	5¾	5¾

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 5

Miles of steel rail in use, ½

Weight of rail per yard, { Iron, 30 pounds.

Steel, 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4

Wooden trestles, number of, 4; aggregate length, 800 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Salisbury railroad, at Casselman river.

Number of crossings of highways at grade in this Commonwealth, 3
What regulations govern your employes in regard to these crossings?
Approach crossings slowly and use the whistle.

Stations.

Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 2
How is track laid and on what foundation? Oak ties and stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	1	\$9,500	00
Number of locomotives of 8 tons weight,	1	3,500	00
Mining cars,	80	60	00

Employees.

Average number of persons regularly employed by company, including officials, 10

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of tons of 2,000 pounds of through freight for the year on main road, 57,490
Number of tons of freight carried one mile in Pennsylvania, 287,450
Average rate of speed adopted by freight trains, including stops, (miles per hour,) about 10

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal, 57,490

The road is used only for hauling coal from mines of company, located on Casselman river, three miles south of Meyersdale, to Keystone Junction, on line of Pittsburgh division of Baltimore and Ohio railroad, where the coal is dumped out of mining cars into the cars of the Baltimore and Ohio railroad.

MISCELLANEOUS.

Fuel—number of tons of coal, 1,800; cost, approximate, \$1,800 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, H. A. Stiles, president, and F. H. Williams, treasurer, of the Keystone Coal Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and

correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed) H. A. STILES, *President.*
F. H. WILLIAMS, *Treasurer.*

Sworn and subscribed before me this 24th day of March, A. D. 1880.
W. W. DOUGHERTY, *Notary Public.*

REPORT

OF THE

Lake Shore and Michigan Southern Railway Company,
for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
William H. Vanderbilt, President,	New York.
Augustus Schell, Vice President,	New York.
E. D. Worcester, Secretary and Treasurer,	New York.
James Mason, General Solicitor,	Cleveland.
L. H. Clark, Chief Engineer,	Cleveland.
John Newell, General Manager,	Cleveland.
Charles Paine, General Superintendent,	Cleveland.
C. B. Couch, Division Superintendent in Pennsylvania,	Cleveland.
G. H. McIntire, Division Superintendent in Pennsylvania,	Stoneboro', Pa.

General offices at Cleveland, O.

Names of Directors.	Residences.
*William H. Vanderbilt,	New York.
*Cornelius Vanderbilt,	New York.
*William K. Vanderbilt,	New York.
*Augustus Schell,	New York.
*Samuel F. Barger,	New York.
John E. Burrill,	New York.
D. O. Mills,	New York.
William L. Scott,	Erie, Pa.
Charles M. Reed,	Erie, Pa.
Russelas Brown,	Warren, Pa.
Amasa Stone,	Cleveland, O.
Henry B. Payne,	Cleveland, O.
Albert Keep,	Chicago.

* Executive committee.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000,000	00
Capital stock authorized by votes of company,	50,000,000	00
Capital stock, amount subscribed,	50,000,000	00
Capital stock paid in by last report,	50,000,000	00
Capital stock, total amount now paid in,	50,000,000	00
Capital stock, number of shares issued, 500,000		
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year,	80	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1900, bear interest at seven per cent., which is payable January, April, July, and October,) amount,	\$22,750,000	00
Second mortgage bonds, (due December 1, 1903, bear interest at seven per cent., which is payable June 1 and December 1,) amount,	18,165,000	00
Total amount now of funded debt,	\$35,915,000	00
Total amount now of floating and funded debt,	\$35,915,000	00
Funded debt, as per last report, \$35,500,000	00	

COST.

Total cost of entire road to date,	\$65,600,000	00
Average of same per mile of road laid,	75,874	00
Proportion of same for Pennsylvania,	8,744,372	00
Total cost of entire equipment,	14,378,000	00
Average cost of equipment per mile of road operated by company,	12,227	00
Proportion of same for Pennsylvania,	1,228,202	00
Cost of road and equipment per mile,	88,100	00
Proportion of same for Pennsylvania,	4,972,574	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Buffalo, N. Y., to Chicago, Ill.,	540.87	44.06
Length of single main track,	804.72	
Length of double main track,	235.65	44.06
Branches.		
Ashtabula Branch, from Ashtabula Harbor to Jamestown, Pa.,	Length of branch, 38.60	5.29
	Length of single track, 38.60	
Sandusky Branch, from Elyria, O., to Millbury, O.,	Length of branch, 72.96	
	Length of single track, 72.96	
Sandusky Pier Branch, from junction (Sandusky) to old depot,	Length of branch, 8.74	
	Length of single track, 8.74	
Air Line Branch, from Toledo, O., to Elkhart, Ind.,	Length of branch, 130.70	
	Length of single track, 130.70	
Monroe Branch, from Lenawee junction to Monroe,	Length of branch, 29.50	
	Length of single track, 29.50	
Jackson Branch, from Lenawee junction to Jackson,	Length of branch, 41.90	
	Length of single track, 41.90	

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Palmyra Branch, from Palmyra to Adrian,	Length of branch,5.33	
	Length of single track,5.33	
Connecting Branch, from D., A. V. and P. junction, in Dunkirk,	Length of branch,1.50	
	Length of single track,1.50	
Leased Roads.		
Kalamazoo, Allegan and Grand Rapids Branch, from Kalamazoo to Grand Rapids,	Length of road,58	
	Length of single track,58	
Jamestown and Franklin Branch, from Jamestown to Oil City,	Length of road,51.10	51.10
	Length of single track,51.10	
Mahoning Coal Railroad Branch, from Andover to Youngstown,	Length of road,42.99	
	Length of single track,42.99	
*Detroit, Monroe and Toledo Branch, from Air Line junction to Detroit,	Length of road,62.29	
	Length of single track,62.29	
*Kalamazoo and White Pigeon Branch, from White Pigeon to Kalamazoo,	Length of road,36.68	
	Length of single track,36.68	
*Northern Central of Michigan Branch, from Jonesville to North Lansing,	Length of road,61.14	
	Length of single track,61.14	
Aggregate length of main line and branches,	1,024.60	49.35
Aggregate length of leased roads,	152.09	51.10
Aggregate length of siding and other track not above enumerated,	471.92	43.55
Aggregate length of second track,	235.65	44.06
Aggregate length of main line, branches, leased roads, sidings, and other track,	1,884.37	188.06

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 804.37

Miles of steel rail in use, 1,080

Weight of rail per yard, { Iron, 60 pounds.

 { Steel, 60, 65, and 65½ pounds.

What is the relative durability, practicability of use, and value, as used on your road? One steel rail equal to four iron.

Bridges and Trestles.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Snodgrass creek, near Jamestown,	Howe truss,	Wood,	163	July, 1879.
Number of bridges and trestles on whole line, 395				
Wooden bridges, number of, 76; aggregate length, 8,532 feet.				
Stone bridges, number of, 11; aggregate length, 1,680 feet.				
Iron bridges, number of, 47; aggregate length, 5,141 feet.				
Wooden trestles, number of, 261; aggregate length, 23,342 feet.				

* These three roads owned by Lake Shore and Michigan Southern.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Erie; Erie and Pittsburgh railroad, at Girard; Erie and Pittsburgh railroad, at Dock Junction, Erie; Erie and Pittsburgh railroad, at Jamestown, on Jamestown and Franklin; Atlantic and Great Western railroad, at Amasa, on Jamestown and Franklin.

Number of crossings of highways, at grade, in this Commonwealth,	128
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	10
Number of crossings at which gates or flagmen are maintained,	14
Number of crossings at which there are neither gates nor flagmen,	127

What regulations govern your employés in regard to these crossings? Bell rung or whistle blown; State and municipal statutes obeyed.

Stations.

Number of stations on main road: Passenger, 144; freight, 57; total,	201
Number of stations on branches: Passenger, 59; freight, 23; total,	82
Number of stations on leased roads: Passenger, 28; freight, 7; total,	35
Number of engine-houses and shops in Pennsylvania, 3; total number entire road,	42
Number of wood and water stations on main road,	80
Number of wood and water stations on branches,	28
Number of wood and water stations on leased roads,	24

Number of tunnels: One at Oil City, on Jamestown and Franklin railroad.

How is track laid, and on what foundation? Ballasted with stone and gravel; joints fastened with angle splice.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	294	\$10,000	00
Number of locomotives of more than 30 tons weight,	195	10,000	00
Number of locomotives of more than 20 tons weight,	6	10,000	00
Number of first-class passenger cars,	99	4,000	00
Number of second-class passenger cars, wrecking and emigrant,	68	3,000	00
Number of baggage, mail, and express cars,	81	2,500	00
Number of freight cars: House cars, 7,484; trucks, 1,517; total,	9,001	600	00
Number of coal, ore, and stone cars,	1,532	500	00
Number of caboose cars,	256	500	00

What kind of train brake is in use on your road ? Westinghouse air-brake.

Average number of cars in passenger trains, including baggage cars,	5
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order,	175 tons.
Average weight of freight trains, including locomotive and tender, in working order,	609 tons.

Employees.

Average number of persons regularly employed by company, including officials,	9,203
Same in Pennsylvania,	782

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	2,234,304
Number of miles run by freight trains,	7,506,016
Number of through passengers for the year on main road, Buffalo and Chicago,	60,414
Number of passengers (all classes) carried in cars,	2,803,046
Number of passengers carried one mile,	141,763,896
Number of passengers carried one mile in Pennsylvania,	8,505,833
Number of tons of 2,000 pounds of through freight for the year on main road,	1,053,977
Number of tons of freight carried one mile,	1,733,443,440
Number of tons of freight carried one mile in Pennsylvania,	104,006,606
Gross amount of tonnage for the year, (2,000 pounds per ton,)	7,541,794
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	169,388	July, 1879,	271,377
February, 1879,	171,629	August, 1879,	282,898
March, 1879,	219,283	September, 1879,	321,279
April, 1879,	212,162	October, 1879,	269,083
May, 1879,	201,730	November, 1879,	223,461
June, 1879,	216,352	December, 1879,	244,404

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	322,823	Agricultural products,	2,119,121
Bituminous coal,	730,018	Merchandise and manufactures,	816,939
Petroleum and other oils,	470,991	Live stock,	616,845
Pig iron,	142,569	Lumber,	633,444
Railroad iron,	55,517	Other articles,	1,243,532
Other iron or castings,	184,542		
Iron and other ores,	60,913	Total,	7,541,794
Stone and lime,	144,540		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2 $\frac{6}{10}$ cents.
For first-class way passengers,	3 cents.
For first-class way passengers, round trip,	2 $\frac{1}{2}$ cents.
For second-class through passengers,	1 $\frac{9}{10}$ cents.
For second-class way passengers,	2 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and through coal, per ton per mile, . . . . .	.520 cents.
For local freight, per ton per mile, . . . . .	.700 cents.
All freight, per ton per mile, . . . . .	.641 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$29,511	54	\$145,612	90	\$175,124	44
February, 1879,	31,447	21	151,954	47	183,401	68
March, 1879,	41,021	91	195,905	08	236,926	99
April, 1879,	45,404	28	194,085	52	239,489	80
May, 1879,	49,466	99	189,181	05	238,598	04
June, 1879,	50,413	97	197,951	67	248,365	64
July, 1879,	48,730	78	230,944	89	279,675	67
August, 1879,	53,767	65	258,769	01	312,536	66
September, 1879,	63,548	01	286,492	88	353,040	89
October, 1879,	61,117	20	274,136	42	335,253	62
November, 1879,	53,209	63	215,775	87	268,985	50
December, 1879,	47,094	80	219,509	86	266,604	66
Total,	\$577,733	97	\$2,560,269	62	\$3,138,003	59

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$251,879	65	\$564,066	71	\$815,946	36
February, 1879,	297,472	34	641,698	02	939,170	36
March, 1879,	302,670	89	667,137	00	969,807	89
April, 1879,	275,194	60	615,227	20	890,421	80
May, 1879,	225,429	47	614,652	54	840,082	01
June, 1879,	181,136	42	567,730	27	748,866	69
July, 1879,	183,667	60	508,333	00	692,000	60
August, 1879,	186,913	73	703,321	18	890,234	91
September, 1879,	197,062	12	811,610	18	1,008,672	30
October, 1879,	258,113	83	920,476	66	1,178,590	49
November, 1879,	278,415	60	836,670	13	1,115,085	73
December, 1879,	297,280	86	902,100	62	1,199,381	48
Total,	\$2,935,237	11	\$8,353,023	51	*\$11,288,260	62

* Includes storage, switching, &c., \$103,084 62.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$42,000	00	\$17,829	22	\$10,331	88	\$69,661	10
February, 1879, . .	42,000	00	16,860	14	9,305	91	68,166	05
March, 1879, . . .	35,845	86	18,568	05	9,433	00	63,846	91
April, 1879, . . .	42,000	00	3,734	95	10,784	35	56,519	30
May, 1879, . . .	38,154	54	16,168	70	10,070	75	64,393	99
June, 1879, . . .	61,940	86	17,084	00	7,696	33	86,721	19
July, 1879, . . .	40,000	00	15,575	37	10,391	43	65,966	80
August, 1879, . . .	39,845	34	15,694	80	11,564	06	67,104	22
September, 1879, .	44,232	39	20,508	88	10,563	01	75,304	28
October, 1879, . .	41,000	00	19,141	52	12,271	50	72,413	02
November, 1879, .	40,000	00	20,905	22	10,297	11	71,202	33
December, 1879, .	50,427	17	20,124	80	13,377	10	83,929	07
Total,	\$517,446	16	\$201,695	65	\$126,066	45	\$845,228	26
Total passenger earnings for the year,							\$3,138,003	59
Total freight earnings for the year,							11,288,260	62
Total earnings from all other sources,							845,228	26
Total earnings for the year,							\$15,271,492	47
Total receipts from all sources on whole length of line,							\$15,271,492	47
Proportion of earnings in Pennsylvania to earnings of whole line, 8.54 per cent., including Jamestown and Franklin, which reports separately,							1,304,181	41

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,178,466	59
New steel rails, number of tons, 9,500,	296,604	86
Repairs of bridges,	144,173	05
Repairs of buildings and fixtures,	173,643	52
Repairs of fences,	24,395	29
Total for maintenance of way,	\$1,811,283	31
Cost per mile of road kept in repair, (1,177 miles,)	\$1,538	89
Proportion for Pennsylvania, 8½ per cent.,	153,959	08

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$550,018	27
Repairs of passenger, baggage, mail, and freight cars,	654,509	28
Total for maintenance of motive power and cars,	\$1,204,527	55
Cost per mile of road operated, (1,177 miles,)	\$1,023	39
Proportion for Pennsylvania, 8½ per cent.,	102,384	84

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$3,084,534	02
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signal-men, gate-keepers, and watchmen,		
Fuel—wood and coal,		
Oil and waste,	870,733	00
Damages for injuries to persons,	100,444	53
Damages for cattle killed or injured,	40,056	57
Damages for loss of goods and baggage,	7,698	26
Taxes,	23,333	33
Telegraph expenses,	437,116	87
Amount paid other corporations or individuals for use of all other cars,	19,627	33
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	658,962	61
Total miscellaneous,	696,206	64
Amount per mile of road operated,	\$5,918,713	56
Proportion for Pennsylvania,	\$5,028	64
Total expenditures for operating the road,	503,090	65
Total charged to road and equipment,	5,918,713	56
Expenses per mile of the road operated, (1,177 miles,)	3,015,810	86
Expenses per mile of single track operated, not including sidings, (1,412 miles,)	7,590	93
Expenses per train mile,	6,327	57
Proportion for Pennsylvania, 8½ per cent.,	679,434	92

EARNINGS.

Passenger transportation, local,	\$2,560,269 62	Total,	\$3,138,003	59
Passenger transportation, through,	577,733 97			
Freight transportation, local,	8,353,023 51	Total,	11,288,260	62
Freight transportation, through,	2,935,237 11			
Mail service,			517,446	16
Express service,			201,695	65
Rents,			70,207	68
All other sources of income,			55,878	77
Total,			\$15,271,492	47
Operating Expenses.				
Maintenance of way add buildings,	\$1,811,283 81			
Maintenance of motive power and cars,	1,204,527 55			
Miscellaneous,	5,918,713 56			
Total operating expenses, being 58½ per cent of earnings,			8,934,524	42
Net earnings,			\$6,336,968	05
Earnings per mile of road operated, (1,177 miles,)			\$12,974	93
Expenses per mile of road operated, (1,177 miles,)			7,590	98
Net earnings,			\$5,384	00
Net earnings,			\$6,336,968	05
Interest, rentals, &c.,	\$2,754,987 98			
Dividends, six and one half per cent.,	3,215,322 50			
Sinking fund,	250,000 00			
Ashtabula accident,	60,128 09		6,280,438	57
Surplus,			\$56,529	48

GENERAL BALANCE SHEET.

DR.			
Lake Shore and Michigan Southern railway and branches, miles,	864.60	\$65,600,000	00
Detroit, Monroe and Toledo railroad, miles,	62.29	1,295,600	00
Kalamazoo and White Pigeon railroad, miles,	36.68	610,000	00
Northern Central Michigan railroad, miles,	61.14	1,857,000	00
Total roads owned, miles,		1,024.71	\$68,862,600 00
Equipment, 495 locomotives, 11,196 cars,			14,378,000 00
Investment in Jamestown and Franklin railroad,			1,877,879 42
Investment in Chicago and Canada Southern railroad,			660,000 00
Investment in Grand Pacific Hotel, Chicago,			415,712 50
Stocks and bonds at cost,			3,098,004 82
General office property and other real estate,			225,376 47
Materials on hand,			756,857 06
Cash,			2,450,788 67
Earnings in transit, collected since January 1,			866,378 64
		\$93,086,542	58
CR.			
Capital stock,		\$50,000,000	00
Funded debt:			
Lake Shore and Michigan Southern,		35,915,000	00
Detroit, Monroe and Toledo,		924,000	00
Kalamazoo and White Pigeon,		600,000	00
December expenses paid in January,		540,546	18
Dividend due February 1, 1880,		2,005,335	00
Income, or profit and loss account,		3,101,661	45
		\$93,086,542	58

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? American—Buffalo and Cleveland; United States—Cleveland and Chicago; Union—Ashtabula and Oil City. Railroad company furnish cars, &c., at a per diem rate, for a fixed weight; excess, about first-class freight rates.

What kind of business is done by them, and do you take their freights at the depot or at the office of such express companies? Money and valuable packages; also, valuable merchandise.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Coöperative—Red Line, White Line, South Shore Line. Stock companies—Empire Line, Merchants' Dispatch. Cars of coöperative lines owned by the railroad companies. Stock companies own their cars, and receive mileage thereon; also, a commission on business they bring to us.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? No preference shown.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies or individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? All companies or individuals shipping like character or quantities of freight are treated alike, as regards rates, facilities, &c.

What running arrangements have you with other railroad companies? What are the details of the contract? Erie and Pittsburgh railroad run trains over Lake Shore and Michigan Southern tracks between Girard and Erie, seventeen miles, allowing Lake Shore and Michigan Southern forty-five per cent. of earnings made on this seventeen miles.

Lake Shore and Michigan Southern run trains over Erie and Pittsburgh railroad between Girard and Jamestown, same arrangement as to compensation.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general offices of said company or individuals, and amount paid to each?

Empire Transportation Company, F. M. Bissell, auditor,	
Philadelphia,	\$149,251 11
Standard Oil Company, George I. Vail, auditor, Cleveland,	29,957 63
Merchants' Dispatch Company, A. D. Penfold, auditor,	.
New York,	94,770 40

SLEEPING CARS.

Do sleeping or drawing-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Yes; owned and run by the New York Central Sleeping Car Company. They maintain the interior, put on the cars at their own cost, and receive all the charges for berths or seats. The railroad company maintain the exterior.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Route 6052, Buffalo and Chicago, 1879, \$344,247 86; postal cars twice each way daily. Route 8045, Ashtabula and Oil City, 1879, \$3,964 60, in baggage cars, once each way daily.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: \$533,500 old Michigan Southern guaranteed, (ten per cent.) assumed at date of consolidation, 1869.

Amount of common stock now outstanding, \$49,466,500 00

Rate and date of all cash dividends on stock of original and consolidated companies:

1870, eight per cent.; 1871, eight per cent.; 1872, eight per cent.; 1873, four per cent.; 1874, three and one fourth per cent.; 1875, two per cent.;

1876, three and one fourth per cent.; 1877, two per cent.; 1878, four per cent.; 1879, six and one half per cent.; total, ten years, forty-nine per cent.

Number and per cent of dividends: One 2½, one 4.		
Amount paid in dividends,	\$3,215,322	50
Paid to sinking fund,	250,000	00
Balance for the year, or surplus,	56,529	48
Surplus at commencement of the year,	3,245,182	87
Total surplus, after charging off \$450,000 depreciation in assets,	3,101,661	45
Surplus invested as follows: See balance sheet.		

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	. . . . .	2
Others,	4	8	4	8
Total,	4	5

Statement of each Accident.

- January 23, 1879. James Shaw, farmer; near Girard; lying on track; killed.
- January 30. Valentine Stein, car repairer; Erie; walking on track, hit by engine; leg broken.
- February 17. John Gray, brakeman; Erie; leg caught between two cars, broken.
- May 17. Joel Bradish, farmer; near Girard; drove across track in front of train; killed.
- July 13. Michael A. Hickey, trespasser; Erie; lying on track; killed.
- August 29. Samuel Cogshell, trespasser; Erie; walking on track; killed.
- September 27. Frank Merritt, boy; Erie; jumped on a moving train; foot amputated.
- November 3. J. N. Yapple, trespasser; Erie; struck by engine; leg broken.
- November 19. Charles Meyer, trespasser; Oil City; jumping off train; foot cut off.

STATE OF NEW YORK, } ss:
County of New York, }

Personally appeared before me, William H. Vanderbilt, president, and Edwin D. Worcester, treasurer, of the Lake Shore and Michigan Southern Railway Company, who, being duly sworn, do depose and say that they

caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) W. H. VANDERBILT, *President.*
E. D. WORCESTER, *Treasurer.*

Sworn and subscribed before me, this 28th day of February, A. D. 1880.
DWIGHT W. PARDEE,
Commissioner for Pennsylvania, residing in New York.

R E P O R T

OF THE

*Lawrenceville and Evergreen Railway Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. J. Gillespie, President,	Evergreen Hamlet.
A. C. McCallam, junior, Secretary and Treasurer,	Evergreen Hamlet.
F. M. Magee, General Solicitor,	Evergreen Hamlet.

General offices at 86 Wood street, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
J. J. Gillespie,	Evergreen, Ross township, Pa.
A. C. McCallam, junior,	Evergreen, Ross township, Pa.
John F. Dravo,	Pittsburgh, Pa.
John Wilkinson,	Pittsburgh, Pa.
G. W. McCallam,	Pittsburgh, Pa.
T. M. Bayne,	Allegheny City, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$25,000	00
Capital stock authorized by votes of company,	15,000	00
Capital stock, amount subscribed,	15,000	00
Capital stock paid in by last report,	10,000	00
Capital stock, total amount now paid in,	10,000	00
Capital stock, number of shares issued,	800	
Capital stock, amount paid in on each share,	83	33 1/2
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May, 1878, bear interest at seven per cent., legality of which is disputed,) amount,	\$12,500	00
Total amount now of funded debt,	\$12,500	00
Floating Debt.		
Unfunded debt, incurred for construction equipment, or purchase of property,	\$1,803	47
The amount now of floating debt,	1,803	47
Total amount now of floating and funded debt,	\$13,803	47
Funded debt as per last report,	\$12,500	00
Floating debt as per last report,	1,075	51
Total cash realized from capital stock and debt,	\$23,803	47

COST.

Total cost of entire road to date,	\$23,481	00
Average of same per mile of road laid,	7,827	00
Total cost of entire equipment, (this amount is included in above,)	7,742	44
Average cost of equipment per mile of road operated by company,	2,580	81
Proportion of same for Pennsylvania,	All.	
Cost of road and equipment per mile,	7,827	00
Proportion of same for Pennsylvania,	All.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bennett to Evergreen,	2.81	2.81
Length of single main track,	2.81	2.81
Aggregate length of main line and branches,	2.81	2.81
Aggregate length of sidings and other track not above enumerated, 500 feet.		

Gauge.

What is the gauge of your lines, 8 feet.

Track.

Miles of iron rail in use, 2.71
Weight of rail per yard, iron, 28 and 30 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 14
Wooden bridges, number of, 13; aggregate length, 890 feet.
Stone bridges, number of, 1; aggregate length, 25 feet.

Stations.

Number of stations on main road : Passenger, 8 ; freight, 2 ;
total, 10
Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 1
Number of wood and water stations on main road, . . . 2
How is track laid, and on what foundation ? Oak cross-ties.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 9 tons weight,	1	\$4,500	00
Number of first-class passenger cars,	1	2,148	00
Number of second-class passenger cars,	1	630	00
Number of freight cars,	1	464	44

Average number of cars in passenger trains, including
baggage cars, 1
Average number of cars in freight trains, 1
Average weight of passenger trains, including locomotive
and tender, in working order, 13 tons.
Average weight of freight trains, including locomotive and
tender, in working order, 13 tons.

Employees.

Average number of persons regularly employed by com-
pany, including officials, 4
Same in Pennsylvania, 4

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 11,850
Number of passengers for the year on main road, 26,912
Number of passengers, (all classes,) carried in cars, . . . 26,912
Number of passengers carried one mile in Pennsylvania, . . 26,912
Average rate of speed adopted by ordinary passenger trains,
including stops, (miles per hour,) 9
Average rate of speed adopted by freight trains, includ-
ing stops, (miles per hour,) 9

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	2,853	May, 1879,	4,524
February, 1879,	2,697	June, 1879,	2,366
March, 1879,	3,916	July, 1879,	4,290
April, 1879,	3,016	August, 1879,	3,250

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers, 3 cents.
For first-class way passengers, 4½ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	10 cents.
For through coal, per ton per mile,	10 cents.
For local freight, per ton per mile,	12 cents.
For local coal, per ton per mile,	12 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$219 53
February, 1879,			207 26
March, 1879,			232 46
April, 1879,			213 73
May, 1879,			348 92
June, 1879,			181 94
July, 1879,			330 29
August, 1879,			260 31
Total,			\$1,994 44
Total passenger earnings for the year,			\$1,994 44
Total earnings for the year,			\$1,994 44
Total receipts from all sources on whole length of line,			\$1,994 44
Proportion of earnings in Pennsylvania to earnings of whole line, . .			1,994 44

No trains were run after August 25, on account of a flood, which destroyed nine bridges.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Any other expenditures chargeable to this account,	\$205 06
Total,	\$205 06
Proportion for Pennsylvania,	\$205 06

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of Maintenance of Motive Power and Cars.

Repairs of roads, exclusive of bridges and new rails,	\$521 54
Total for maintenance of way,	\$521 54
Cost per mile of road kept in repair,	\$173 84
Proportion for Pennsylvania,	173 84

Cost of Maintenance of Way and Buildings.

Repairs of locomotives,	\$444 03
Repairs of passenger, baggage, and mail cars,	33 48
Total for maintenance of motive power and cars,	\$477 51
Cost per mile of road operated,	\$159 17
Proportion for Pennsylvania,	159 17

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$584	00
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	272	50
Fuel—number of tons of coal, 110; cost,	242	69
Oil and waste,	63	21
Taxes,	59	86
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	28	20
Total miscellaneous,	\$1,200	46
Amount per mile of road operated,	\$391	41
Proportion for Pennsylvania,	391	41
Total expenditures for operating the road,	2,199	50
Total charged to road and equipment,	2,199	50
Expenses per mile of the road operated,	733	16
Expenses per mile of single track operated, not including sidings, . .	733	16

EARNINGS.

Passenger transportation, local and through,	\$1,994	44
Operating Expenses.		
Total operating expenses,	2,199	50
Deficit,	\$205	06
Earnings per mile of road operated,	664	66
Expenses per mile of road operated,	733	16
Deficit,	205	06

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$15,000 00

STATE OF PENNSYLVANIA,)
County of Allegheny,) ss :

Personally appeared before me, J. J. Gillespie, president, and A. C. McCallam, junior, treasurer, of the Lawrenceville and Evergreen Railway Company, who, being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) J. J. GILLESPIE, *President.*
A. C. McCALLAM, Jr., *Treasurer.*

Sworn and subscribed before me this 17th day of February, A. D. 1880.
WILLIAM LITTLE, *Notary Public.*

REPORT

OF THE

Lancaster and Reading Narrow Gauge Railroad Com-
pany for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
R. W. Shenk, President,	Lancaster, Pa.
W. Leaman, Secretary,	Lancaster, Pa.
W. Leaman, Treasurer,	Lancaster, Pa.
Names of Directors.	Residences.
R. W. Shenk,	Lancaster, Pa.
A. H. Peacock,	Lancaster, Pa.
W. L. Peiper,	Lancaster, Pa.
C. A. Bitner,	Lancaster, Pa.
J. D. Skiles,	Lancaster, Pa.
John Keller,	Lancaster, Pa.
H. Carpenter,	Lancaster, Pa.
D. Herr,	Lancaster, Pa.
A. Hollinger,	Lancaster, Pa.
G. W. Hensel,	Quarryville, Pa.
C. M. Hess,	Quarryville, Pa.
F. Von. A. Cabeen,	Philadelphia.
W. H. Kemble,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law, with power to issue \$250,000 in addition for each and every road constructed,	\$500,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	123,750	00
Capital stock paid in by last report,	82,720	00
Capital stock, total amount now paid in,	82,720	00
Capital stock, number of shares issued,	1,700	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

First mortgage bonds, (due July 1, 1894, bear interest at seven per cent., which is payable semi-annually,) amount,	\$350,000	00
Total amount now of funded debt,	\$350,000	00

COST.

Total cost of entire road to date,	\$142,041	43
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CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lancaster to Reading,	34	
Branches.		
Quarryville branch, from Lancaster to Quarryville,	15½	

On the 13th day of March, 1874, this company entered into a contract with William H. Bines, representing the Philadelphia and Reading Railroad Company, to complete the construction of the Quarryville section as a railroad of the gauge of four feet eight and one half inches, and on the same day executed a lease of the said Quarryville section to the Reading and Columbia Railroad Company, for a term of nine hundred and ninety-nine years, to take effect from and after the completion of the work of construction under the contract aforesaid. The work of construction was completed, under the contract aforesaid, on the 12th day of May, 1875, and the lease to the Reading and Columbia Railroad Company went into operation on that date.

The Lancaster and Minersville railway, built under the charter of this company and its supplements, as formerly reported, (Auditor General's Report on Railroads, &c., 1878, page 274,) is in operation under the lease of December 29, 1874. The Reading and Columbia Railroad Company pays the interest on the bonds on obligations of the Quarryville section, amounting to \$350,000, secured by mortgage, and all taxes and assessments, in addition to said interest, and is also to make provision for the payment, removal, or extension of the principal of the debt represented by the outstanding obligations. The Reading and Columbia Railroad Company has entire control of the transportation, operation, and maintenance of the leased road, and retains seventy per cent. of the gross receipts accruing from all the trade, travel, mail service, business, and commerce of every kind, for the said purposes. The Reading and Columbia Railroad Company, after paying the interest and taxes on the obligations, amounting to \$350,000, out of the remaining thirty per cent. of the said gross receipts, is to account to the Lancaster and Reading Narrow Gauge Railroad Company, and settlements are to be made every six months. No surplus has been accounted for under the said terms of the lease.

STATE OF PENNSYLVANIA, }
County of Lancaster, } ss :

Personally appeared before me, R. W. Shenk, president, and W. Leaman, treasurer, of the Lancaster and Reading Narrow Gauge Railroad Company,

who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

R. W. SHENK, *President.*

W. LEAMAN, *Treasurer.*

Sworn and subscribed before me this 30th day of January, A. D. 1880.

J. L. LYTE, *Notary Public.*

REPORT
OF THE
Lawrence Railroad, operated by the Pennsylvania Company, for the year ending December 31, 1879.

OFFICERS OF THE PENNSYLVANIA COMPANY.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
J. N. McCullough, 1st Vice President,	Pittsburgh.
William Thaw, 2d Vice President,	Pittsburgh.
Thomas D. Messler, 3d Vice President and Comptroller,	Pittsburgh.
J. D. Layng, General Manager,	Pittsburgh.
C. S. Sims, Secretary,	Philadelphia.
William H. Barnes, Treasurer,	Pittsburgh.
J. Twing Brooks, General Counsel,	Pittsburgh.
F. Slataper, Chief Engineer,	—
William Stewart, General Freight Agent,	Pittsburgh.
F. R. Myers, General Passenger and Ticket Agent,	Chicago, Ill.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lawrence Junction to Youngstown, .	17 ⁸⁸ ₁₀₀	9 ³⁶³ ₁₀₀₀
Length of single main track,	17 ⁸⁸ ₁₀₀	9 ³⁶³ ₁₀₀₀
Branches.		
Canfield branch, from Canfield Junction to Foster coal mines,	4 ⁰⁶ ₁₀₀	9 ³⁶³ ₁₀₀₀
Length of branch,	4 ⁰⁶ ₁₀₀	
Length of single track,	4 ⁰⁶ ₁₀₀	9 ³⁶³ ₁₀₀₀
Aggregate length of main line and branches,	22 ⁰⁴ ₁₀₀	
Aggregate length of sidings and other track not above enumerated,	3 ⁴⁴⁸ ₁₀₀₀	2 ³³⁴ ₁₀₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	25 ⁴⁴⁸ ₁₀₀₀	11 ⁶⁹⁷ ₁₀₀₀

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 16.8
Miles of steel rail in use, 4.628
Weight of rail per yard. { Iron, 60 pounds.
 { Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 6
Wooden bridges, number of, 4; aggregate length, . . . 584½ feet.
Stone bridges, number of 1; length, 30 feet.
Iron bridges, number of, 1; length, 44 feet.

Stations.

Number of stations on main road: Passenger 12; freight,
4; total, 12
Number of stations on branches, passenger and freight, . 3
Number of engine-houses and shops in Pennsylvania, none;
total number entire road: One third interest in one.
Number of wood and water stations on main road, . . . 3

How is track laid, and on what foundation? Part with common fish-
joint connection, and part with the double-angle fish joint. Ballasted with
coarse gravel, furnace cinder and limestone.

Average number of cars in passenger trains, including bag-
gage cars, 2.58
Average number of cars in freight trains, 12.08
Average weight of passenger trains, including locomotive
and tender, in working order, 65 tons.
Average weight of freight trains, including locomotive and
tender, in working order, 263 tons.

Employees.

Average number of persons regularly employed by com-
pany, including officials, 101
Same in Pennsylvania, 79

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 27,808
Number of miles run by freight trains, 104,290
Number of passengers (all classes) carried in cars, . . . 35,527
Number of passengers carried one mile, 438,160
Number of passengers carried one mile in Pennsylvania, . 238,130
Number of tons of freight carried one mile, 9,196,747
Number of tons of freight carried one mile in Pennsyl-
vania, 5,305,572

Gross amount of tonnage for the year, (2,000 pounds per ton,)	702,189
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars. . .

January, 1879,	2,766	July, 1879,	4,127
February, 1879,	2,751	August, 1879,	2,877
March, 1879,	2,998	September, 1879,	3,096
April, 1879,	2,954	October, 1879,	4,052
May, 1879,	2,455	November, 1879,	2,363
June, 1879,	2,158	December, 1879,*	2,932

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	116	Stone and lime,	102,495
Bituminous coal,	173,256	Agricultural products,	2,187
Coke,	100,332	Merchandise and manufactures,	13,113
Petroleum and other oils,	165	Live stock,	4,935
Pig iron and blooms,	44,039	Provisions and other articles,	1,729
Railroad iron and steel,	1,221	Lumber,	3,155
Other iron or castings,	12,389	Other articles,	12,034
Iron and other ores,	231,023		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class way passengers,	3 cents.
For second-class way passengers,	2½ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For local freight and coal, per ton per mile,	1.705 cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$1,006 70	\$1,006 70
February, 1879,		989 54	989 54
March, 1879,		1,046 32	1,046 32
April, 1879,		1,006 09	1,006 09
May, 1879,		836 47	836 47
June, 1879,		727 77	727 77
July, 1879,		1,353 34	1,153 34
August, 1879,		1,084 97	1,084 97
September, 1879,		1,042 49	1,042 49
October, 1879,		1,164 50	1,164 50
November, 1879,		835 08	835 08
December, 1879,*		1,123 99	1,123 99
Total,		\$12,217 26	\$12,217 26

* December estimated.

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$10,815	43	\$10,815	43
February, 1879,	11,539	61	11,539	61
March, 1879,	12,952	36	12,952	36
April, 1879,	11,218	41	11,218	41
May, 1879,	11,270	69	11,270	69
June, 1879,	12,908	00	12,908	00
July, 1879,	14,746	95	14,746	95
August, 1879,	12,925	77	12,925	77
September, 1879,	15,148	34	15,148	34
October, 1879,	14,496	66	14,496	66
November, 1879,	13,543	40	13,543	40
December, 1879,*	15,273	25	15,273	25
Total,	\$156,838	87	\$156,838	87

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$81	22	\$125	46	\$19	53	\$226	21
February, 1879,	81	22	117	84	16	76	215	82
March, 1879,	81	22	51	63	16	42	149	27
April, 1879,	81	22	62	18	18	30	161	70
May, 1879,	81	22	270	00	17	18	368	40
June, 1879,	81	22	250	00	16	44	347	66
July, 1879,	81	22	270	00	16	16	367	38
August, 1879,	81	22	260	00	16	08	357	30
September, 1879,	81	22	260	00	17	07	358	29
October, 1879,	81	22	270	00	16	80	368	02
November, 1879,	81	22	250	00	16	45	347	67
December, 1879,*	81	22	270	00	18	00	369	22
Total,	\$974	64	\$2,457	11	\$205	19	\$3,636	94

Total passenger earnings for the year,	\$12,217	26
Total freight earnings for the year,	156,838	87
Total earnings from all other sources,	3,636	94
Total earnings for the year,	\$172,693	07
Total receipts from all sources on whole length of line,	\$172,693	07
Proportion of earnings in Pennsylvania to earnings of whole line,	73,363	13

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$26,309	96
New iron rails,	71	00
New steel rails, number of tons, 299,240,	6,042	92
Repairs of bridges,	3,092	09
Repairs of buildings and fixtures,	724	83
Repairs of fences,	185	10
All other expenses for maintenance of way,	665	19
Total for maintenance of way,	\$37,091	09
Cost per mile of road kept in repair,	\$1,682	89
Proportion for Pennsylvania,	15,756	89

* December estimated.

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,479	59
Repairs of machinery,	205	64
Repairs of passenger, baggage, and mail cars,	1,417	80
Repairs of freight cars,	3,273	81
All other expenses for maintenance of motive power and cars,	2,357	25
Total for maintenance of motive power and cars,	\$10,734	09
Cost per mile of road operated,	\$487	02
Proportion for Pennsylvania,	4,559	96

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,967	67
Salaries, wages, and incidentals chargeable to freight department,	19,246	18
Wages of switchmen, signal-men, gate-keepers, and watchmen,	619	03
Fuel—number of cords of wood, 265; cost,	397	88
Fuel—number of tons of coal, 2,886; cost,	4,329	22
Oil and waste,	960	62
Damages for injuries to persons,	118	31
Damages for cattle killed or injured,	43	00
Damages for loss of goods and baggage,	81	25
Taxes,	1,153	48
Telegraph expenses,	757	69
Amount paid other corporations or individuals for use of all other cars,	11,257	56
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	3,074	15
Total miscellaneous,	\$46,706	04
Amount per mile of road operated,	\$2,119	14
Proportion for Pennsylvania,	19,841	50
Total expenditures for operating the road,	94,531	22
Expenses per mile of the road operated,	4,289	07
Expenses per train mile,		71.56
Proportion for Pennsylvania,	40,158	56

EARNINGS.

Passenger transportation, local and through,	\$12,217	26
Freight transportation, local and through,	156,838	87
Mail service,	974	64
Express service,	2,457	11
All other sources of income,	205	19
Total,	\$172,693	07
Operating Expenses.		
Maintenance of way and buildings,	\$37,091	09
Maintenance of motive power and cars,	10,734	09
Miscellaneous,	46,706	04
Total operating expenses, being 54.73 per cent. of earnings,	94,531	22
Net earnings,	\$78,161	85
Rental, paid lessor company,	69,077	22
Profit,	\$9,084	63
Earnings per mile of road operated,	\$7,835	43
Expenses per mile of road operated,	4,289	07
Net earnings,	\$3,546	36

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c. ? Adams Express Company. They pay forty per cent. of their gross receipts over this line on general freight business, and seventy per cent. on oyster business. The Pennsylvania Company, operating this road, furnish the cars, and keep them in repair.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c. ? The so-called Union Line, which operates over this road, is owned by the Pennsylvania Company itself.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service ? \$974 64.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Thomas D. Messler, third vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating Lawrence railroad, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) THOS. D. MESSLER, *Third Vice President.*
J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.
FRANK SEMPLE, *Notary Public.*

REPORT
OF THE
Lawrence Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas D. Messler, President,	Pittsburgh.
F. M. Hutchinson, Secretary and Treasurer,	Pittsburgh.

Names of Directors.	Residences.
Thomas D. Messler,	Pittsburgh.
G. W. Cass,	Pittsburgh.
J. N. McCullough,	Pittsburgh.
John B. Jackson,	Pittsburgh.
A. L. Crawford,	New Castle, Pa.
R. W. Cunningham,	New Castle, Pa.
W. R. Parmalee,	Cleveland, O.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	450,000	00
Capital stock paid in by last report,	450,000	00
Capital stock, total amount now paid in,	450,000	00
Capital stock, number of shares issued,	9,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1895, bear interest at seven per cent., which is payable February 1 and August 1,) amount,	*\$355,000	00
Total amount now of funded debt,	\$355,000	00

*This is exclusive of \$23,000 in sinking fund.

COST.

Total cost of entire road to date,	\$800,343	72
Average of same per mile of road laid, (22 ⁴ / ₁₀ miles,)	36,313	23
Proportion of same for Pennsylvania, (9 ³⁶³ / ₁₀₀₀ miles,)	340,000	77
Cost of road and equipment per mile,	36,313	23
Proportion of same for Pennsylvania,	340,000	77

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$2,152	31
Total,	\$2,152	31

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$450,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: Two and one half per cent. cash dividend, April 1, 1879; Two and one half per cent. cash dividend, July 1, 1879; Two per cent. cash dividend, October 1, 1879; Two per cent. cash dividend, December 31, 1879.

Number and per cent. of dividends: Four quarterly dividends. First and second dividends, two and one half per cent. ; third and fourth, two per cent.		
Amount paid in dividends,	\$40,500	00
Paid to sinking fund,	1,775	00
Balance for the year or surplus,	4,553	46
Surplus at the commencement of the year,	45,092	11
Total surplus,	49,645	57
Surplus invested as follows:		
Cash and loans,	\$12,752	77
Balance of accounts due company, trust and sinking fund,	24,285	00
Other items,	12,627	80
December approximated.		

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Thomas D. Messler, president, and F. M. Hutchinson, treasurer, of the Lawrence Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) THOS. D. MESSLER, *President.*
F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me this 5th day of February, A. D. 1880.
FRANK SEMPLE, *Notary Public.*

REPORT
OF THE
Lehigh Valley Railroad Company, for the year ending
November 29, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles Hartshorne, President,	Philadelphia, Pa.
John R. Fanshawe, Secretary,	Philadelphia, Pa.
L. Chamberlain, Treasurer,	Philadelphia, Pa.
Robert H. Sayre, Chief Engineer and General Superintendent, . .	Bethlehem, Pa.
H. Stanley Goodwin, Assistant General Superintendent,	Bethlehem, Pa.
James I. Blakslee, Coal Branches Division Superintendent, . . .	Mauch Chunk, Pa.
H. E. Parker, New Jersey Division Superintendent,	Mauch Chunk, Pa.
A. G. Brodhead, junior, Beaver Meadow Division Superintendent, .	Mauch Chunk, Pa.
A. Mitchell, Wyoming Division Superintendent,	Wilkes-Barre, Pa.
General offices at 238 South Third street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
David Thomas,	Catasauqua, Pa.
Ashbel Welch,	Lambertville, N. J.
William L. Conyngham,	Wilkes-Barre, Pa.
Ario Pardee,	Hazleton, Pa.
William A. Ingham,	Philadelphia, Pa.
George B. Markle,	Philadelphia, Pa.
Robert H. Sayre,	Bethlehem, Pa.
Harry E. Packer,	Mauch Chunk, Pa.
James I. Blakslee,	Mauch Chunk, Pa.
Robert A. Parker,	Sayre, Pa.
Elisha P. Wilbur,	Bethlehem, Pa.
Joseph Patterson,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock, amount subscribed, including scrip,		\$27,428,780	00
Capital stock paid in by last report,		27,228,855	00
Capital stock, total amount now paid in,		27,428,780	00
Capital stock, number of shares issued,	548,573		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due June 1, 1898, bear interest at six per cent., which is payable June 1 and December 1,) amount,		\$5,000,000	00
Second mortgage bonds, (due September 1, 1910, bear interest at seven per cent., which is payable March 1, and September 1,) amount,		6,000,000	00
Third or consolidated mortgage bonds, (due, \$9,500,000, December 1, 1923; \$4,437,000, annually, until 1897; \$500,000 perpetual; all bear interest at six per cent., which is payable June 1 and December 1,) amount,		14,437,000	00
Total amount now of funded debt,		\$25,437,000	00
Floating Debt.			
The amount now of floating debt, less cash on hand,		347,359	72
Total amount now of floating and funded debt,		\$25,784,359	72
Funded debt as per last report,	\$24,508,000	00	
Floating debt, less cash on hand, as per last report,	686,833	25	
Total cash realized from capital stock and debt,		\$789,451	47

COST.

Total cost of entire road to date,	\$23,861,189	76
Proportion of same for Pennsylvania,	14,649,780	78
Total cost of entire equipment,	8,480,829	83

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length	Length in Penn'a.
Length of main line, from Perth Amboy, N. J., to Wilkes Barre, Pa.,	161	101
Length of single main track,	43.83	43.83
Length of double main track,	117.17	57.17
Branches.		
Beaver Meadow branch, from Penn Haven Junction to Andenried, . .	Length of branch,	17.71
	Length of single track, . .	6.05
	Length of double track, . .	11.66
Hazleton branch, from Hazle Creek Bridge to Tomhicken and branches, .	Length of branch,	32.02
	Length of single track, . .	24.05
	Length of double track, . .	7.97
Lehigh-Luzerne branch, from Lumber Yard to Imhinesville and branches,	Length of branch,	18.25
	Length of single track, . .	16.92
	Length of double track, . .	1.33
Mahanoy branch, from Black Creek Junction to Mt. Carmel and branches,	Length of branch,	61.12
	Length of single track, . .	40.25
	Length of double track, . .	20.87
Slatedale branch,	Length of branch,	3.30
	Length of single track, . .	3.30
Leased Roads.		
Pennsylvania and New York canal and railroad, from Wilkes-Barre to Lackawanna Junction,	Length of road,	9.60
	Length of single track, . .	4.07
	Length of double track, . .	5.53
Aggregate length of main line and branches,	293.40	223.40
Aggregate length of leased roads,	9.60	9.60
Aggregate length of sidings, and other track not above enumerated,	219.53	169.59
Length of track laid, if not completed,	681.53	511.59

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 331.14
Miles of steel rail in use, 350.39
Weight of rail per yard, { Iron, 58 & 66 pounds.
 { Steel, 58 & 66 pounds.

What is the relative durability, practicability of use, and value, as used on your road? The relative durability, and consequent value, of steel rails much greater than of iron rails; practicability of use equal.

Bridges and Trestles.

Number of bridges and trestles on whole line, 60
Wooden bridges, number of, 26; aggregate length, . . . 1,990 feet.
Stone bridges, number of, 5; aggregate length, 352 feet.
Iron bridges, number of, 26; aggregate length, 4,933 feet.
Wooden and iron trestles, number of, 3; aggregate length, 732 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Branch of Lehigh and Susquehanna railroad, at Bethlehem; Catasauqua and Fogelsville railroad, at Catasauqua; Lehigh and Susquehanna railroad, at Penn Haven junction; Lehigh and Susquehanna railroad, at Sugar Notch; Lehigh and Susquehanna railroad, at South Wilkes-Barre; Lackawanna and Bloomsburg railroad, at Lackawanna junction.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Lehigh and Susquehanna railroad, at Coplay, Lehigh, East Mauch Chunk, White Haven, Bridge No. 28, and Fairview; Catawissa railroad, at Quakake.

Stations.

Number of stations on main road: Passenger and freight,	69
Number of stations on branches: Passenger and freight, .	39
Number of stations on leased roads: Passenger and freight,	5
Number of engine-houses and shops in Pennsylvania, 10 ;	
total number entire road,	11
Number of water stations on main road in Pennsylvania,	23
Number of water stations on branches in Pennsylvania, .	20
Number of water stations on leased roads in Pennsylvania,	2
Number of tunnels in Pennsylvania, 1 ; aggregate length,	1,023 feet.

How is track laid, and on what foundation? On oak and chestnut cross-ties, with stone, gravel, and cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	84	
Number of locomotives of more than 30 tons weight,	121	
Number of locomotives of more than 20 tons weight,	81	
Number of locomotives of more than 10 tons weight,	2	
Number of first-class and second-class passenger cars, . . .	71	
Number of baggage, mail, and express cars,	38	
Number of freight cars: House cars,	2,105	
Number of coal, ore, and stone cars,	24,771	
Number of caboose cars,	66	

What kind of train brake is in use on your road? The Westinghouse automatic air brake on passenger trains; hand brakes on all other trains.

Average number of cars in passenger trains, including baggage cars,	About 4
Average number of cars in freight trains,	15 to 80
Average weight of passenger trains, including locomotive and tender, in working order,	75 tons.
Average weight of freight trains, including locomotive and tender, in working order: 150 to 1,400 tons.	

Employees.

Average number of persons regularly employed by company, including officials,	About 3,800
Same in Pennsylvania,	About 3,000

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	822,230
Number of miles run by freight trains,	1,253,002
Number of miles run by coal trains,	2,215,449
Number of passengers (all classes) carried in cars, . . .	930,204
Number of passengers carried one mile,	15,082,971
Number of tons of freight carried one mile,	561,166,458
Gross amount of tonnage for the year, (2,000 pounds per ton,)	4,670,023
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20 to 25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly statement of Passengers (all classes) carried in Cars.

December, 1878,	65,129	June, 1879,	72,516
January, 1879,	55,470	July, 1879,	92,413
February, 1879,	54,743½	August, 1879,	91,600½
March, 1879,	64,607½	September, 1879,	97,068½
April, 1879,	68,536	October, 1879,	106,163
May, 1879,	77,452½	November, 1879,	84,504

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	4,885,199.76	Iron and other ores,	475,310.53
Bituminous coal,	53,499.35	Stone, and lime,	87,262.80
Petroleum and other oils,	389,551.54	Live stock,	28,524.64
Pig iron,	317,242.40	Lumber,	86,641.62
Railroad iron,	69,895.77	Other articles,	1,276,894.49

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers, about	2 cents.
For first-class way passengers,	2 to 3½ cents.
For second class through passengers, about	1¾ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight, per ton per mile,	99.100 cents.
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MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1878,	\$23,860	71
January, 1879,	22,441	63
February, 1879,	22,201	20
March, 1879,	26,778	34
April, 1879,	29,446	61
May, 1879,	31,157	55
June, 1879,	30,469	54
July, 1879,	39,869	61
August, 1879,	40,451	92
September, 1879,	40,708	62
October, 1879,	41,711	93
November, 1879,	35,028	01
Total,	\$384,125	67

From Transportation of Freight.

MONTHS.	Coal.		Merchandise.		Total.	
December, 1878,	\$331,842	95	\$102,927	66	\$434,770	61
January, 1879,	236,147	33	103,275	25	339,422	58
February, 1879,	265,530	89	106,110	59	371,641	48
March, 1879,	344,532	67	121,514	52	466,057	19
April, 1879,	330,843	00	126,486	01	457,329	01
May, 1879,	348,644	76	109,853	12	458,497	88
June, 1879,	365,455	75	113,099	91	478,545	66
July, 1879,	348,600	97	113,299	45	461,900	42
August, 1879,	302,187	68	146,029	21	448,216	89
September, 1879,	342,917	57	141,241	31	484,158	88
October, 1879,	380,778	65	157,481	98	538,260	63
November, 1879,	413,962	28	147,259	37	561,221	65
Total,	\$4,011,444	50	\$1,488,578	38	\$5,500,022	88

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1878,	\$1,971	59	\$3,335	43	. . . . .	. . . . .	\$5,307	02
January, 1879,	1,971	59	2,040	57	. . . . .	. . . . .	4,012	16
February, 1879,	2,511	59	1,767	86	. . . . .	. . . . .	4,279	45
March, 1879,	1,971	59	2,293	59	. . . . .	. . . . .	4,265	18
April, 1879,	1,971	59	2,165	08	. . . . .	. . . . .	4,136	67
May, 1879,	1,971	59	2,370	22	. . . . .	. . . . .	4,341	81
June, 1879,	1,971	59	1,890	84	. . . . .	. . . . .	3,862	43
July, 1879,	1,971	59	1,298	90	. . . . .	. . . . .	3,270	49
August, 1879,	1,971	59	1,301	47	. . . . .	. . . . .	3,273	06
September, 1879,	1,971	59	1,605	87	. . . . .	. . . . .	3,577	46
October, 1879,	1,971	59	1,609	67	. . . . .	. . . . .	3,581	26
November, 1879,	1,971	59	2,298	52	. . . . .	. . . . .	4,270	11
Total,	\$24,199	03	\$23,978	02	. . . . .	. . . . .	\$48,177	10

Total passenger earnings for the year,	\$384,125	67
Total freight earnings for the year,	1,488,578	38
Total coal earnings for the year,	4,011,444	50
Total earnings from all other sources,	48,177	10
Total earnings for the year,	\$5,932,825	65

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New coal cars, number, 34,	\$10,183	32
New freight cars, number, 208,	84,191	25
Total,	\$94,374	57
Proportion for Pennsylvania,	\$94,374	57

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Cost of maintenance of way and buildings,	\$648,541	08
New iron rails, 3,453, {	154,528	14
New steel rails, 12,773, {		
Total for maintenance of way,	\$803,069	22

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$285,986	46
Repairs of machinery, (included in maintenance of way and buildings.)		
Repairs of passenger, baggage, and mail cars,	70,284	19
Repairs of freight and coal cars,	838,472	21
All other expenses for maintenance of motive power and cars,	126,472	67
Total for maintenance of motive power and cars,	\$821,215	53

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$87,788	19
Salaries, wages, and incidentals chargeable to freight department, . .	669,180	43
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	53,154	47
Fuel,	323,718	52
Oil, waste, tallow, &c.,	85,562	47
Damages to persons and property,	12,478	66
Taxes on real estate,	13,302	09
Telegraph expenses,	31,072	13
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	96,439	57
Total miscellaneous,	\$1,372,696	53

EARNINGS.

Passenger transportation, local and through,	\$384,125	67
Freight transportation, local and through,	1,488,578	38
Coal transportation,	4,011,444	50
Mail service,	24,199	08
Express service,	23,978	02
All other sources of income,	608,038	09
Total,	\$6,540,363	74
Operating Expenses.		
Maintenance of way and buildings,	\$803,069	22
Maintenance of motive power and cars,	821,215	53
Miscellaneous,	1,372,696	58
Total operating expenses, being 50.52 per cent. of earnings, . . .	\$2,996,981	28
Net earnings,	\$3,543,382	46

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? The Central Express Company, in cars furnished by railroad company; the Philadelphia and Reading Express Company, in cars furnished by themselves.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General express business. They receive freight at own offices.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? The Pennsylvania Railroad and Allegheny Valley Railroad Oil Line, the Empire Line, and the Erie and Western Transportation, in cars furnished by themselves.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They use cars furnished by themselves, and no preference is given them in speed or order of transportation.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? None, as far as we know.

What running arrangements have you with other railroad companies? What are the details of the contract? General arrangements with all other connecting roads to transport their cars at regular rates of mileage or car service of twenty per cent. for coal cars and three eighth cents per mile for freight cars, rated as four wheels.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made

in addition to the regular passenger rates? Pullman's sleeping cars run on our road, and are maintained by us. They are owned by the Pullman Palace Car Company.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$24,199 08. The compensation varies on different parts of the road.

STOCK AND DIVIDENDS.

Amount of preferred stock, 2,126 shares, par \$50, \$106,300 00
Amount of common stock now outstanding, 546,447 shares,
par \$50, 27,322 350 00
Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1879, common, 1 per cent.; preferred, 2½ per cent. April 15, 1879, common, 1 per cent.; preferred, 2½ per cent. July 15, 1879, common, 1 per cent.; preferred, 2½ per cent. October 15, 1879, common, 1 per cent.; preferred, 2½ per cent.

Number and per cent. of dividends:							
		Common.		Preferred.			
January 15,	1 per cent.,	\$271,223 00	2½	per cent.,	\$2,657 50		
April 15,	1 “	271,223 50	2½	“	2,657 50		
July 15,	1 “	271,223 50	2½	“	2,657 50		
October 15,	1 “	271,223 50	2½	“	2,657 50		
Amount paid in dividends, including arrears,						\$1,095,523 50	
						1,099,693 25	

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1
Employés,	14	43
Others,	18	14
Total,	27	58

Statement of each Accident.

The one passenger injured was intoxicated, and had his arm out of the car window and his hand struck against post of bridge and was injured.
The fourteen employés were killed in the following manner: Seven by engine or train off track; two by jumping or falling from train; three struck by overhead bridge; two struck on track by engine or train in motion.
The forty-three employés were injured in the following manner: One by

engine or train off track ; twenty-three while coupling cars ; twelve by jumping or falling from train ; two while working about or under train ; two struck by overhead bridge ; three struck on track by engine or train in motion.

The thirteen others were killed in the following manner : Three while riding on coal or freight cars, contrary to the rules of the company ; six while walking on the track ; four while crossing track ahead of trains.

The fourteen others were injured in the following manner : Nine while riding on coal or freight trains, contrary to the rules of the company ; four while walking on the track ; one while crossing track ahead of train.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Charles Hartshorne, president, and Lloyd Chamberlain, treasurer, of the Lehigh Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 29, A. D. 1879, according to the best of their knowledge and belief.

(Signed) CHARLES HARTSHONE, *President.*
L. CHAMBERLAIN, *Treasurer.*

Affirmed and subscribed before me, this 10th day of March, A. D. 1880.
W. C. ALDERSON, *Notary Public.*

R E P O R T.

OF THE

*Lehigh and Lackawanna Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
E. W. Clark, President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.
 <i>Names of Directors.</i>	
F. R. Cope,	Philadelphia.
F. C. Yarnall,	Philadelphia.
F. Hazard,	Mauch Chunk.
Edward Lewis,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	875,100	00
Capital stock, amount subscribed,	875,100	00
Capital stock paid in by last report,	875,100	00
Capital stock, total amount now paid in,	875,100	00
Capital stock, number of shares issued,	7,502	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due December 1, 1907, bear interest at seven per cent., which is payable December 1 and June 1,) amount,	\$100,000	00
Second mortgage bonds, (due December 10, 1907, bear interest at seven per cent., which is payable December 10 and June 10,) amount,	500,000	00
Total amount now of funded debt,	\$600,000	00
Funded debt as per last report,	\$600,000	00

COST.

Total cost of entire road to date, \$975,100 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bethlehem to Chapman's,		15
Branches.		
Wind Gap branch, from Chapman's to Wind Gap,		10
Aggregate length of main line and branches,		25
Aggregate length of sidings and other track not above enumerated,		2
Aggregate length of main line, branches, leased roads, sidings, and other track,		27

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 27
Weight of rail per yard, iron, 50 pounds.

Bridges and Trestles.

Wooden bridges, number of, 2; aggregate length, 100 feet.

Stations.

Number of stations on main road, passenger and freight, 4
Number of wood and water stations on main road, 1

How is track laid, and on what foundation? Gravel ballast, wooden ties.
Equipment furnished by Central Railroad Company, of New Jersey, and included in report of Lehigh and Susquehanna railroad.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	15
Average weight of passenger trains, including locomotive and tender, in working order,	60 tons.

DOINGS OF THE YEAR.
Transportation and total Miles run.

Number of through passengers for the year on main road,	3,443
Number of passengers (all classes) carried in cars, . .	17,735½
Number of passengers carried one mile. . . .	221,075
Number of tons of 2,000 pounds of through freight for the year on main road,	8,362.14
Number of tons of freight carried one mile,	666,710
Number of tons of freight carried one mile in Pennsylvania,	666,710
Gross amount of tonnage for the year, (2,000 pounds per ton,)	49,780.04
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes,) carried in Cars.

January, 1879,	1,195½	July, 1879,	1,860½
February, 1879,	1,105	August, 1879,	1,485
March, 1879,	1,972	September, 1879,	1,510
April, 1879,	1,485½	October, 1879,	1,530
May, 1879,	1,553	November, 1879,	1,246
June, 1879,	1,224	December, 1879,	1,619

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coals,	12,674.08	Agricultural products,	185
Bituminous coal,	10	Merchandise and manufactures,	2,064
Petroleum and other oils,	5	Live stock,	51
Other iron or castings,	80	Lumber,	426
Iron and other ores,	14,733.16	Other articles,	60
Stone and lime,	19,491		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 and 2½ cents.
For first-class way passengers,	3 and 2½ cents.

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$7,840	85
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .		
Fuel—wood and coal,		
Oil and waste,		
Damages for injuries to persons,		
Damages for cattle killed or injured,		
Damages for loss of goods and baggage,		
Damages to property, including damages by fire,		
Taxes,		
Insurance,		
Telegraph expenses,		
Amount paid for use of palace and sleeping cars,		
Amount paid other corporations or individuals for use of all other cars,		
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .		
Total miscellaneous and interest account,	\$15,740	50
Amount per mile of road operated,	\$629	60
Total expenditures for operating the road,	81,942	81
Expenses per mile of the road operated,	961	72
Expenses per mile of single track operated, not including sidings, . .	961	72

EARNINGS.

Passenger transportation, local and through,	\$5,423	99
Freight transportation, local and through,	25,639	93
Mail service,	550	88
Express service,	328	01
Total,	\$31,942	81
Operating Expenses.		
Maintenance of way and buildings,	\$8,962	68
Maintenance of motive power and cars,	7,239	63
Miscellaneous and interest account,	15,740	00
Total operating expenses,	81,942	81
Earnings per mile of road operated,	\$1,277	71
Expenses per mile of road operated,	1,277	71

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Philadelphia and Reading express; regular rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$753 82 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$375,100 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh and Lackawanna Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880.

W. C. ALDERSON, *Notary Public.*

R E P O R T

OF THE

*Lehigh and Susquehanna Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

Same as the Lehigh Coal and Navigation Company. No separate organization or officers.

CAPITAL STOCK.

The Lehigh and Susquehanna railroad is owned by the Lehigh Coal and Navigation Company, and has no separate organization, capital, or debt. It is leased to and operated by the Central railroad of New Jersey.

COST.

Total cost of entire road to date, \$13,844,255 90

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Phillipsburg to Union junction,		105
Length of single main track,		105
Length of double main track,		51 ¹ / ₂
Branches.		
Nescopec branch, from Nescopec junction to Upper Lehigh,	Length of branch,	10
	Length of single track,	10
Nanticoke branch, from Ashley to Collieries,	Length of branch,	20 ¹ / ₂
	Length of single track,	20 ¹ / ₂
Coplay branch, from Laubach's to Hokendauqua,	Length of branch,	¹ / ₂
	Length of single track,	¹ / ₂
Drifton branch, from Leslie's Run to Eckley,	Length of branch,	10 ¹ / ₂
	Length of single track,	10 ¹ / ₂
Lee branch, from Lee station to Nanticoke,	Length of branch,	2
	Length of single track,	2
Pond Creek branch, from Sandy Run to Nescopec branch,	Length of branch,	2 ¹ / ₂
	Length of single track,	2 ¹ / ₂
South Bethlehem branch, from South Bethlehem to Junction,	Length of branch,	¹ / ₂
	Length of single track,	¹ / ₂
Ashley Planes branch, from Solomon's Gap to Ashley, Pa,	Length of single track,	3
	Length of double track,	3
Leased Roads.		
Nesquehoning Valley branch, from Nesquehoning to Tamanend,	Length of road,	16 ¹ / ₂
	Length of single track,	16 ¹ / ₂
	Length of double track,	6 ¹ / ₂
Tresckow branch, from Silver Brook to Audenried,	Length of road,	7 ¹ / ₂
	Length of single track,	7 ¹ / ₂
Aggregate length of main line and branches,		154 ¹ / ₂
Aggregate length of leased roads,		23 ¹ / ₂
Aggregate length of sidings and other track not above enumerated,		80
Aggregate length of main line, branches, leased roads, sidings, and other track,		319

Gauge.

What is the gauge of your lines ? 4 feet 8¹/₂ inches.

Track.

Miles of iron rail in use, 140

Miles of steel rail in use, 179

Weight of rail per yard, { Iron, 56, 60, 62¹/₂ lbs.

{ Steel, 60, 62¹/₂ lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 76

Wooden bridges, number of 37; aggregate length, 3,189 feet.

Stone bridges, number of, 21; aggregate length, 250 feet.

Iron bridges, number of, 18; aggregate length, 2,878 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at

Gross amount of tonnage for the year, (2,000 pounds per ton,)	5,074,206
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	24
Average rate of speed adopted by express trains, including stops, (miles per hour,)	24
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	28,648	July, 1879,	39,997
February, 1879,	24,755	August, 1879,	38,937½
March, 1879,	33,434½	September, 1879,	38,239½
April, 1879,	31,279	October, 1879,	38,731
May, 1879,	35,956	November, 1879,	36,631
June, 1879,	31,740	December, 1879,	42,955

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	4,579,629	Stone and lime,	53,100
Bituminous coal,	921	Agricultural products,	23,388
Petroleum and other oils,	61,259	Merchandise and manufactures,	47,968
Pig iron,	50,406	Live stock,	1,250
Railroad iron,	800	Lumber,	64,333
Other iron or castings,	17,801	Other articles,	22,675
Iron and other ores,	151,176		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2½ and 3 cents.
For first-class way passengers,	2½ and 3 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	1.8
For through coal, per ton per mile, . . . . .	.67
For local freight, per ton per mile,	1.8
For local coal, per ton per mile, . . . . .	.67

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$6,743 64
February, 1879,			6,052 44
March, 1879,			8,637 36
April, 1879,			8,135 88
May, 1879,			9,121 47
June, 1879,			8,348 73
July, 1879,			12,268 31
August, 1879,			13,635 84
September, 1879,			12,726 83
October, 1879,			11,264 84
November, 1879,			9,990 69
December, 1879,			10,434 80
Total,			\$117,360 88

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$130,066 60
February, 1879,			172,498 56
March, 1879,			204,005 93
April, 1879,			190,198 02
May, 1879,			194,766 09
June, 1879,			186,526 18
July, 1879,			193,474 05
August, 1879,			198,668 22
September, 1879,			212,687 04
October, 1879,			247,279 56
November, 1879,			158,898 89
December, 1879,			203,914 13
Total,			\$2,292,983 27

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,		\$63 98		\$63 98
February, 1879,		83 07		83 07
March, 1879,	\$327 09	66 74		393 83
April, 1879,		65 26		65 26
May, 1879,		98 60		98 60
June, 1879,	321 86	81 34		403 20
July, 1879,		252 36		252 36
August, 1879,		285 80		285 80
September, 1879,	327 09	820 17		647 26
October, 1879,		209 25		209 25
November, 1879,		231 62		231 62
December, 1879,	321 86	361 70		683 56
Total,	\$1,297 90	\$2,119 89		\$3,417 79

Total passenger earnings for the year,	\$117,360 83
Total freight earnings for the year,	2,292,983 27
Total earnings from all other sources,	3,417 79
Total earnings for the year,	\$2,413,761 89

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New sidings and double track,	\$41,300 20
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EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buillags.

Repairs of roads, exclusive of bridges and new rails,	\$239,075 14	
New iron rails,		
New steel rails,		
Repairs of bridges,		
Repairs of buildings and fixtures,		
Repairs of fences,		
All other expenses for maintenance of way,		
Total for maintenance of way,	\$239,075 14	
Cost per mile of road kept in repair,	1,366 14	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	}	\$181,453	68
Repairs of machinery,			
Repairs of passenger, baggage, and mail cars,			
Repairs of freight cars,			
All other expenses for maintenance of motive power and cars,			
Total for maintenance of motive power and cars,		\$181,453	68
Cost per mile of road operated,		\$1,086	88

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$729,126	20
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signal-men, gate-keepers, and watchmen,			
Fuel,			
Oil and waste,			
Damages for injuries to persons,			
Damages for cattle killed or injured,			
Damages for loss of goods and baggage,			
Damages to property, including damages by fire,			
Taxes,			
Insurance,			
Telegraph expenses,			
Amount paid for use of palace and sleeping cars,			
Amount paid other corporations or individuals for use of all other cars,			
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,			
Total miscellaneous,		\$729,126	20
Amount per mile of road operated,		\$4,166	43
Total expenditures for operating the road,		1,149,655	02
Expenses per mile of the road operated,		6,569	45
Expenses per mile of single track operated, not including sidings,		5,020	33
Expenses per train mile,			53½

EARNINGS.

Passenger transportation, local and through,	\$117,360	83
Freight transportation, local and through,	2,292,983	27
Mail service,	1,297	90
Express service,	2,119	89
Total expenses,	\$2,413,761	89
Operating Expenses.		
Maintenance of way and buildings,	\$289,075	14
Maintenance of motive power and cars,	181,453	68
Miscellaneous,	729,126	20
Total operating expenses, being 47½ per cent. of earnings,	1,149,655	02
Net earnings,	\$1,264,106	87
Earnings per mile of road operated,	\$13,792	92
Expenses per mile of road operated,	6,569	45
Net earnings,	\$7,223	47

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Central Express and Philadelphia and Reading Express, regular rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,308 36 per annum, July 1, 1878, to June 30, 1881.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	.....	.....	.....	.....	.....
Employees,	2	2	1	1	3	3
Others, . . . . .	.....	1	4	5	4	6
Total,	2	3	5	6	7	9

Statement of each Accident.

January 13. Frank Bernler, a boy, of Landing, Pennsylvania, attempted to board irregular coal train, engine No. 252, near Nesquehoning Junction, and received serious if not fatal injuries; his right leg was cut off, and left leg broken below the knee. James Gallagher, conductor; Douglas McLean, engineer.

February 10. Thomas English, track foreman, while sitting on track at Black Dan's cut, about 10.30, p. m., was struck by engine No. 114, of irregular train, and received injuries which terminated fatally. S. S. Meyers, conductor; W. H. Hause, engineer.

March 25. Michael Shehan, fifty-two years of age, employed at the Butler mine fire, near Pittston, was struck by engine of passenger train No. 9, and had three ribs broken. H. H. Howe, conductor; James Street, engineer.

April 16. Rantonio Pekella, an organ grinder of Philadelphia, Pennsylvania, was struck by engine of train No. 7, as he was crossing the track near Catasauqua; his right arm was broken between elbow and shoulder, caused by his own carelessness. George Geary, conductor; Isaac Street, engineer.

June 5. The boiler of engine No. 207 exploded at White Haven, killing Edward Noste, fireman, and John Fuller, brakeman, and seriously scalding and bruising T. J. Heebner, conductor; James Carlin, brakeman, and Joseph Adams. T. J. Heebner, conductor; Frederick Bates, engineer.

July 24. Mrs. Julia Fleisch; partially deaf; picking coal on track in yard at Odenwelder station; to avoid freight train No. 21, stepped from main

track to another on which cars were being shifted, and was instantly killed; none of the employés witnessed the accident. T. S. Weand, conductor; R. P. McHale engineer.

July 28. William Nitkey, track laborer, while walking close to track at four mile post, was struck by engine No. 285, of coal train No. 58, breaking his arm and otherwise injuring him, but not seriously. David T. Funk, conductor; P. C. Pierce, engineer.

- August 15. Philip Callahan, of Nesquehoning, while intoxicated, attempted to get on train No. 30 in motion, near that place, and falling, had one foot badly crushed, but no bones broken. C. R. Gatzinger, conductor; Henry Bodsford, engineer.

August 27. Mrs. Vincent Ducker, of Allentown, Pennsylvania, while picking coal on track near that place, was struck by engine of irregular coal train, and received fatal injuries. N. DeMoyer, engineer.

September 12. Lewis Berwick, of East Mauch Chunk, attempted to board coal train No. 56, in motion, near Mauch Chunk station, and was instantly killed. D. J. Heiseman, conductor; George Loudon, engineer.

November 19. Edward Shaller, eighteen years of age, of White Haven, not an employé, jumped from coal train No. 52, Solomon's Gap, and was struck by engine No. 235 which was backing up for a loaded train; bell was rung to attract his attention, but without effect. He was taken to White Haven, where he died the same day; no blame attached to company or its employés. Peter Weaver, conductor; I. M. Chase, engineer.

November 20. Joseph Dierler, of Wilkes-Barre, Pennsylvania, attempted to cross the track at Lehigh street crossing ahead of train No. 21, was struck by the engine and received severe injuries about the head and right side. Train was running at a speed of about eight or ten miles per hour, and the bell was ringing, but she paid no attention. M. L. Parke, conductor; Fred. Yeomans, engineer.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh Coal and Navigation Company, owners of the Lehigh and Susquehanna Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880.

W. C. ALDERSON, *Notary Public.*

REPORT

OF THE

Lehigh and Eastern Railway Company, for the year
ending December 31, 1879.

OFFICERS.

Names.	Residences.
William H. Williams, President,	White Haven, Pa.
Edward B. Wesley, First Vice President,	New York.
Albert G. Story, Second Vice President,	Little Falls, New York.
David S. Foster, Secretary,	Utica, New York.
I. C. Babcock, Treasurer,	New York.

Names of Directors.	Residences.
Thomas I. Powers,	New York.
Edward B. Wesley,	New York.
Charles G. Clark,	New York.
Albert G. Story,	Little Falls, New York.
Peter F. Bellinger,	Elizabeth, New Jersey.
Walter A. Doam,	Meadville, Pa.
Edward H. Giberson,	Tobyhanna, Pa.
Anthony P. Giberson,	Stroudsburg, Pa.
Jacob H. Place,	Maple Grove, Pa.
William E. Adams,	Dingman's Ferry, Pa.
William D. Williams,	Milford, Pa.

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1908, bear interest at seven per cent., which is payable at Union Trust Company, New York,) amount,	\$75,000	00
Total amount now of funded debt,	\$75,000	00

STATEMENT.

The statement of the doings for 1878, was \$75,000 of bonds issued, and amount paid on construction account, \$75,000. This has not been paid by the company during the year 1879. The amounts expended for surveys, locations, &c. The amounts were paid by the president, and were not passed upon by the board of directors, nor refunded to him, and hence no payments made by the company in 1879, to be stated herein.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, William H. Williams, president, and Isaiah C. Babcock, treasurer, of the Lehigh and Eastern Railway Company, who, being duly sworn, do depose and say that they caused the foregoing

statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) WILLIAM H. WILLIAMS, *President.*
I. C. BABCOCK, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.
DAVID B. BARNUM,
Notary Public city and county of New York.

R E P O R T

OF THE

Lewisburg, Centre and Spruce Creek Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Eli Slifer, President,	Lewisburg, Pa.
Strickland Kneass, Vice President,	Philadelphia, Pa.
John R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George F. Miller,	Lewisburg, Pa.
James P. Coburn,	Aaronsburg, Pa.
Samuel C. Stewart,	Tyrone, Pa.
George B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
R. H. Duncan,	Spring Mill, Pa.
Eli Slifer,	Lewisburg, Pa.
Strickland Kneass,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$3,000,000	00
Capital stock, amount subscribed,	371,850	00
Capital stock paid in by last report,	295,162	00
Capital stock, total amount now paid in,	296,312	00
Capital stock, number of shares issued, 4,794		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1902, bear interest at seven per cent., which is payable May 1 and November 1,) amount,	\$1,944,000	00
Total amount now of funded debt,	\$1,944,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Out-standing coupons,	\$404,320	00
The amount now of floating debt,	404,320	00
Total amount now of floating and funded debt,	\$2,348,320	00
Funded debt as per last report,	\$1,944,000	00
Floating debt as per last report,	273,607	14
Total cash realized from capital stock and debt,	\$2,240,312	00

COST.

Total cost of entire road to date, \$1,404,089 83

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Montandon to Spring Mills,	43.42	43.42
Length of single main track,	43.42	43.42
Aggregate length of main line and branches,	43.42	43.42
Aggregate length of leased roads,	2.55	2.55
Aggregate length of main line branches, leased roads, sidings, and other track,	45.97	45.97

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, (in main track,) 43.42
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 28
Wooden bridges, number of, 19; aggregate length, . . . 763 feet.
Wooden trestles, number of, 9; aggregate length, . . . 1,055 feet.

Stations.

Number of stations on main road: Passenger, 17; freight, 11; total, 28

Number of engine-houses and shops in Pennsylvania, 2;
total number entire road, 2
Number of wood and water stations on main road, 3
Number of tunnels, 2; aggregate length, 580 feet.

How is track laid, and on what foundation? White oak cross-ties, and stone ballast.

This railroad was sold out under a foreclosure of first mortgage, by George Taber, trustee, on the 13th day of December, 1879; and on the 31st day of December, 1879, the Lewisburg and Tyrone Railroad Company was organized, with a capital of \$1,200,000.

The Lewisburg, Centre and Spruce Creek railroad is leased to the Pennsylvania Railroad Company, lessee of the Philadelphia and Erie railroad, for the term of ninety-nine years, from and after August 1, 1876, to whom you are referred for information relative to the operation of the line.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$3,297	05
Total,	\$3,297	05
Proportion for Pennsylvania,	\$3,297	05

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, @ \$50, . . . 4,794 shares.

STATE OF PENNSYLVANIA,) ss:
County of Philadelphia,)

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the Lewisburg, Centre and Spruce Creek Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true * and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) STRICKLAND KNEASS, *Vice President.*
JAS. R. MCCLURE, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.
JNO. C. SIMS, Jr., *Notary Public.*

* Much of the information called for by the foregoing blank being required of the lessee company, the word "full" in the above affidavit is stricken out.

R E P O R T
OF THE
*Ligonier Valley Railroad Company, for the year ending
December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
S. H. Baker, President,	Latrobe, Pa.
John Murdock, Secretary and Treasurer,	Ligonier, Pa.
Honorable Thomas Mellon, General Solicitor,	Pittsburgh, Pa.
Thomas A. Mellon, General Manager,	Pittsburgh, Pa.
J. R. Mellon, General Auditor and Passenger Agent,	Pittsburgh, Pa.
R. B. Mellon, General Freight Agent,	Ligonier, Pa.
A. W. Mellon, Cashier,	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
R. M. Graham,	Ligonier, Pa.
W. A. Baer,	Ligonier, Pa.
J. M. Breniser,	Ligonier, Pa.
W. H. Covode,	Ligonier, Pa.
Honorable N. M. Marker,	Ligonier, Pa.
Doctor W. D. McGowan,	Ligonier, Pa.
A. A. Johnston,	Youngstown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock paid in by last report, sixty-one thousand dollars, but purchased by the present company, at sheriff's sale, for five thou- sand dollars.		
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share: Regarded as paid in full.		
Capital stock, par value of each share: Market value but nominal, . .	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage, (bear interest at six per cent., which is payable out of net earnings,) amount,	\$62,747	41
Total amount now of funded debt,	\$62,747	41
<i>Floating Debt.</i>		
Total amount now of floating and funded debt,	\$62,747	41
Floating debt as per last report: On March 1, 1879, the amount of float- ing debt (entire debt) was merged in mortgage above stated, . . .	\$62,747	41

COST.

Total cost of entire road to date and equipment,	\$64,654	29
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile,	4,973	40
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Latrobe, Pa., to Ligonier, Pa., . . .	10½	10½
Length of single main track,	10½	10½
Aggregate length of main line and branches,	10½	10½
Aggregate length of sidings and other track not above enumerated,	2½	2½
Aggregate length of main line, branches, leased roads, sidings, and other track,	13	13

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use,		12 $\frac{3}{4}$
Miles of steel rails in use,		4
Weight of rail per yard,	{ Iron,	35
	{ Steel,	30

Bridges and Trestles.

Number of bridges and trestles on whole line,	7
Wooden bridges, number of 3; aggregate length,	95 feet.
Wooden trestles, number of 4; aggregate length,	260 feet.

Stations.

Number of stations on main road : Passenger, 11 ; freight,	
11 ; total,	11
Number of engine-houses and shops in Pennsylvania, 1 ;	
total number entire road,	1
Number of wood and water stations on main road, . . .	3
How is track laid, and on what foundation? Deep broken stone road bed, with oak cross-ties, and ballasted with stone.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	2	\$3,500	00
Number of first-class passenger cars,	1	1,544	00
Number of second-class passenger cars,	1	500	00
Number of baggage, mail, and express cars,	1	500	00
Number of freight cars: House cars, 2; Trucks, 4; total, . .	6	275	00
Number of coal, ore, and stone cars,	2	50	00
Number of caboose cars,	1	200	00
Number of transfer trucks, seven set,	7	200	00

These transfer trucks are heavy built narrow guage to carry bodies of broad guage cars, transferred by Ramsey's patent car truck shifting apparatus, which works very successfully.

Average number of cars in passenger and freight trains, including baggage cars, mixed,

8

Employees.

Average number of persons regularly employed by company, including officials,

13

Same in Pennsylvania,

13

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger and freight trains, about, .

12,875

Number of through passengers for the year on main road, .

8,873

Number of passengers (all classes) carried in cars, . . .

13,176

Number of passengers carried one mile in Pennsylvania, .

All.

Number of tons of 2,000 pounds of through freight for the year on main road,

11,880

Number of tons of freight carried one mile in Pennsylvania,

All.

Gross amount of tonnage for the year, (2,000 pounds per ton,)

12,642

Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,) . . .

15

Average rate of speed adopted by freight trains, including stops, (miles per hour,)

12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	840	July, 1879,	1,403
February, 1879,	699	August, 1879,	2,424
March, 1879,	788	September, 1879,	1,384
April, 1879,	872	October, 1879,	1,144
May, 1879,	805	November, 1879,	919
June, 1879,	1,217	December, 1879,	1,181

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal and coke,	76	Merchandise and manufactures,	762
Machinery,	43	Live stock,	413
Stone and lime,	728	Lumber,	8,880
Agricultural products,	554	Bark,	1,686.

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, about,	5 cents.
For through coal, per ton per mile,	4 cents.
For local freight, per ton per mile, about,	20 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$121	50	\$20	45	\$141	95
February, 1879,	256	50	37	25	293	75
March, 1879,	262	25	54	50	316	75
April, 1879,	263	80	67	30	331	10
May, 1879,	250	50	66	80	317	30
June, 1879,	267	45	107	45	374	90
July, 1879,	393	87	88	30	482	17
August, 1879,	615	40	148	60	764	00
September, 1879,	401	35	88	75	490	10
October, 1879,	411	75	54	10	465	85
November, 1879,	301	25	65	00	366	25
December, 1879,	351	45	86	35	437	80
Total,	\$3,897	07	\$884	85	\$4,781	92

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$98	50	\$72	41	\$170	91
February, 1879,	217	40	105	95	323	35
March, 1879,	475	40	150	40	625	80
April, 1879,	288	95	169	73	458	68
May, 1879,	499	45	204	84	704	29
June, 1879,	836	10	150	33	986	43
July, 1879,	559	90	150	45	710	35
August, 1879,	501	00	159	90	660	90
September, 1879,	639	00	167	55	806	55
October, 1879,	670	00	178	20	848	20
November, 1879,	808	36	154	48	962	84
December, 1879,	823	02	169	29	992	31
Total,	\$6,417	08	\$1,833	53	\$8,250	61

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$39	20	.	.	.	.	\$39	20
February, 1879, . .	39	20	.	.	.	.	39	20
March, 1879, . . .	39	20	.	.	.	.	39	20
April, 1879, . . .	39	20	.	.	.	.	39	20
May, 1879, . . .	39	20	.	.	.	.	39	20
June, 1879, . . .	39	20	.	.	.	.	39	20
July, 1879, . . .	39	21	.	.	.	.	39	20
August, 1879, . . .	39	21	.	.	.	.	39	20
September, 1879, .	39	21	.	.	.	.	39	20
October, 1879, . .	39	21	.	.	.	.	39	20
November, 1879, .	39	21	.	.	.	.	39	20
December, 1879, .	39	21	.	.	\$7	00	46	21
Total,	\$470	46	.	.	\$7	00	\$477	46

Total passenger earnings for the year,	\$4,781	92
Total freight earnings for the year,	8,250	61
Total earnings from all other sources,	477	46
Total earnings for the year,	\$13,509	99
Total receipts from all sources on whole length of line,	\$13,509	99
Proportion of earnings in Pennsylvania to earnings of whole line, . .	13,509	99

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$597	25
Passenger and freight houses,	233	83
Engine-houses, car sheds, wood and coal sheds, and water tanks, turn- tables, scale, and building,	506	47
Any other expenditures chargeable to this account,	569	33
Total,	\$1,906	88
Proportion for Pennsylvania,	\$1,906	88

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,070	29
Repairs of bridges,	11	55
Repairs of buildings and fixtures,	53	36
Repairs of fences,	1	40
All other expenses for maintenance of way,	205	18
Total for maintenance of way,	\$1,341	78
Cost per mile of road kept in repair,	\$103	21
Proportion for Pennsylvania,	103	21

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$172	95
Repairs of passenger, baggage, and mail cars,	86	78
Repairs of freight cars,	33	30
All other expenses for maintenance of motive power and cars,	122	51
Total for maintenance of motive power and cars,	\$415	54
Cost per mile of road operated, (13 miles,)	\$31	96
Proportion for Pennsylvania, (13 miles,)	31	96

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$1,317	80
Salaries, wages, and incidentals chargeable to freight department,	1,844	93
Fuel—coal,	345	16
Oil and waste,	156	91
Damages for loss of goods and baggage,	3	90
Taxes,	142	05
Insurance,	15	75
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, includes stationery, printing, and advertising,	186	10
Total miscellaneous,	\$4,012	60
Amount per mile of road operated, (13 miles,)	\$308	67
Proportion for Pennsylvania, (13 miles,)	308	67
Total expenditures for operating the road,	5,769	92
Total charged to road and equipment,	1,906	88
Expenses per mile of the road operated,	443	84
Expenses per mile of single track operated, not including sidings,	549	51
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	\$884 85	} Total,	\$4,781	92
Passenger transportation, through,	3,897 07			
Freight transportation, local,	1,833 53	} Total,	8,250	61
Freight transportation, through,	6,417 08			
Mail service,			470	46
All other sources of income,			7	00
Total,			\$13,509	99
Operating Expenses.				
Maintenance of way and buildings,	\$1,341 78			
Maintenance of motive power and cars,	415 54			
Miscellaneous,	4,012 60			
Total operating expenses, being 42 ⁷ / ₁₀ per cent. of earnings,			5,769	92
Net earnings,			\$7,740	07
Earnings per mile of road operated,			\$1,286	66
Expenses per mile of road operated,			549	51
Net earnings,			\$737	15

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation received from the United States Government for carrying mail, \$42 75 per mile per annum.

STATE OF PENNSYLVANIA, }
County of Westmoreland, } ss:

Personally appeared before me, S. H. Baker, president, and John Murdock, treasurer, of the Ligonier Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

S. H. BAKER, *President.*
JNO. MURDOCK, *Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1880.
H. AMSLER, *J. P.*
H. BLACK, *J. P.*

REPORT

OF THE

Littlestown Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William McSherry, President,	Littlestown, Adams co., Pa.
George Stonesifer, Secretary and Treasurer,	Littlestown, Adams co., Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William Latimer Small,	York, Pa.
A. J. Fry,	York, Pa.
John S. Young,	Hanover, Pa.
George D. Klinefelter,	Hanover, Pa.
Joseph L. Shorb,	Littlestown, Pa.
George Stonesifer,	Littlestown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$75,000	00
Capital stock authorized by votes of company,	40,000	00
Capital stock, amount subscribed,	53,750	00
Capital stock paid in by last report,	84,850	00
Capital stock, total amount now paid in,	84,850	00
Capital stock, number of shares issued, 697		
Capital stock, amount paid in on each share, average,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (June 1, 1890, bear interest at seven per cent., which is payable, June 1, and December 1,) amount,	\$40,000	00
Total amount now of funded debt,	\$40,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, and operating road,	\$8,092	94
Debt incurred for any other purpose, and for what: Money advanced to pay interest on bonds and notes,	12,114	88
The amount now of floating debt,	20,207	82
Total amount now of floating and funded debt,	\$60,207	82
Funded debt as per last report,	\$40,000	00
Floating debt as per last report,	19,527	75

COST.

Total cost of entire road to date of lease to Pennsylvania Railroad Company,	\$115,616	00
Average of same per mile of road laid,	12,170	00
Proportion of same for Pennsylvania: Entire road in Pennsylvania.		
Total cost of entire equipment: Equipment furnished by the Pennsylvania Railroad Company.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hanover, Pa., to Maryland State line,	9½	9½
Length of single main track,	9½	9½
Aggregate length of main line and branches,		9½

Gauge.

What is the gauge of your lines?	4 feet 9 inches.
Miles of iron rail in use,	9½ miles.
Weight of rail per yard: Iron,	55 to 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	5
Wooden bridges, number of 5; aggregate length,	176 feet.

Station.

Number of stations on main road: Passenger, 6; freight, 6; total,	6
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	1
Number of wood and water stations on main road,	1

Value of real estate held by the company, exclusive of
roadway, \$2,000
How is track laid and on what foundation? Cross-ties of wood resting
upon earth and stone.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$297	96
February, 1879,	304	97
March, 1879,	355	35
April, 1879,	365	93
May, 1879,	335	34
June, 1879,	397	89
July, 1879,	473	80
August, 1879,	682	72
September, 1879,	481	50
October, 1879,	563	57
November, 1879,	375	65
December, 1879,
Total,	\$4,834	68

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,105	98
February, 1879,	975	80
March, 1879,	967	23
April, 1879,	819	14
May, 1879,	960	58
June, 1879,	640	93
July, 1879,	540	20
August, 1879,	842	67
September, 1879,	894	02
October, 1879,	1,035	77
November, 1879,	979	25
December, 1879,
Total,	\$9,760	07

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$36	41	\$9	95	.	.	.	.
February, 1879,	36	41	10	57	.	.	.	.
March, 1879,	36	41	10	57	.	.	.	.
April, 1879,	36	41	10	57	.	.	.	.
May, 1879,	36	44	10	57	.	.	.	.
June, 1879,	36	41	10	57	.	.	.	.
July, 1879,	36	42	12	44	.	.	.	.
August, 1879,	36	42	12	44	\$15	00	.	.
September, 1879,	36	42	47	82	.	.	.	.
October, 1879,	36	42	15	00	.	.	.	.
November, 1879,	36	42	15	00	.	.	.	.
December, 1879, . . . . .	.	.	.	.	.	.	.	.
Total,	\$400	59	\$165	00	\$15	00	15,175	34

Total passenger earnings for the year,	\$4,834	68
Total freight earnings for the year.	9,760	07
Total earnings from all other sources,	580	59
Total earnings for the year,	\$15,175	34
Total receipts from all sources on whole length of line,	\$15,175	24

EARNINGS.

Passenger transportation, local and through,	\$4,834	68
Freight transportation, local and through,	9,760	07
Mail service,	400	59
Express service,	165	00
Rents,	15	00
Total,	\$15,175	34
Operating Expenses.		
Total operating expenses, being 82.08 per cent. of earnings,	12,456	38
Net earnings,	\$2,718	96
Earnings per mile of road operated,	\$1,597	28
Expenses per mile of road operated,	1,311	10
Net earnings,	\$286	18

NOTE.—The Littlestown railroad has been leased to the Pennsylvania Railroad Company for the term of nine hundred and ninety-nine years, on the following terms :

The Pennsylvania Railroad Company has entire charge and control of the transportation department, and operates the road, charging actual cost for the same. After the payment of all expenses for operating the road and furnishing the equipment, keeping the road bed, buildings, &c., in order, the balances of earnings to be paid over to the Littlestown Railroad Company. All questions unanswered by me will be contained in the report made by that company.

Respectfully,
W. McSHERRY, *President.*

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company under terms agreed on with Pennsylvania Railroad Company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 697 shares,
par value \$50, \$34,850

STATE OF PENNSYLVANIA,)
County of Adams, } ss:

Personally appeared before me, William McSherry, president, and George Stonesifer, treasurer, of the Littlestown Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief. The month of December not being included, as no reports for that month have been received.

(Signed)

WILLIAM McSHERRY, *President.*
GEORGE STONESIFER, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.
JOSEPH H. LEFEVRE,
Justice of the Peace.

R E P O R T

OF THE

Little Schuylkill Navigation Railroad and Coal Company, for the year ending November 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Daniel R. Bennett, President,	Jenkintown, Montgomery county.
Joseph Lapsley Wilson, Secretary and Treasurer,	Philadelphia.
General offices at 410 Walnut street, Philadelphia.	

<i>Names of Managers.</i>	<i>Residences.</i>
Adolph E. Borie,	Philadelphia.
Joseph H. Trotter,	Philadelphia.
George W. Steever,	Philadelphia.
Charles D. Reed,	Philadelphia.
Carroll S. Tyson,	Philadelphia.
Henry Handy,	Philadelphia.

The railroad of this company is leased to the Philadelphia and Reading Railroad Company for a term of ninety-three years from July 7, 1868.

The lessees pay a fixed annual rental for the use of the whole work, and operate it as part of their system.

No reports of operating are made to this company.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,	Unlimited.		
Capital stock, amount subscribed,		\$2,646,100	00
Capital stock paid in by last report,		2,646,100	00
Capital stock, total amount now paid in,		2,646,100	00
Capital stock, number of shares issued,	52,922		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due October 1, 1882, bear interest at seven per cent., which is payable April 1, and October 1,) amount,		\$468,000	00
Total amount now of funded debt,		\$468,000	00
Funded debt, as per last report,	\$480,000	00	

COST.

Total cost of entire road to date, expended by Little Schuylkill Navigation Railroad and Coal Company,	\$1,416,187	00
Average of same per mile of road laid, about,	50,000	00
Proportion of same for Pennsylvania,	All.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Port Clinton to Catawissa railroad junction, . . . . .	. . . . .	28 ³ / ₁₆
Length of single main track, . . . . .	. . . . .	28 ³ / ₁₆
Branches.		
Panther Creek branch, from Tamaqua to Greenwood,	{ Length of single track,	1 ⁵ / ₁₆
Wabash Creek branch, from Tamaqua to Newkirk,		{ Length of single track, . . . . .	1^{1}/_{16}
Leased Roads.		
East Mahanoy railroad branch, from East Mahanoy junction to Waste House run,	{ Length of single track,	7 ⁵ / ₁₆
Aggregate length of main line and branches, . . . . .		. . . . .	31^{3}/_{16}
Aggregate length of leased roads, . . . . .	. . . . .	7 ⁵ / ₁₆
Aggregate length of sidings and other track, not above enumerated, . . . . .	. . . . .	27 ³ / ₁₆
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	. . . . .	65 ³ / ₁₆

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.	
Miles of iron rail in use,	65.9
Weight of rail per yard, iron,	64 pounds.

Bridges and Trestles.	
Number of bridges and trestles on whole line,	35
Wooden bridges, number of, 33; aggregate length, . . .	2,666½ feet.
Iron bridges, number of, 2; aggregate length,	173 feet.

Stations.	
Number of stations on main road, passenger and freight,	9
Number of stations on branches, passenger and freight, .	2
Number of stations on leased roads : Passenger, 3; freight, 2; total,	5
Number of engine-houses and shops in Pennsylvania, . .	2
Number of wood and water stations on main road, . . .	5
Number of wood and water stations on leased roads, . .	2
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$10,000 00
Number of tunnels, 1; aggregate length,	900 feet.
How is track laid, and on what foundation? Wooden cross-ties, broken stone and coal dirt.	

STOCK AND DIVIDENDS.	
Amount of common stock now outstanding,	\$2,646,100 00
Amount of common stock in the name of the company on which no dividends are declared,	158,250 00
	<u>\$2,487,850 00</u>

Rate and date of all cash dividends on stock of original and consolidated companies: January 6, 1879, three and a half per cent. on \$2,487,850; July 7, 1879, three and a half per cent. on \$2,487,850.

Number and per cent. of dividends: Two, of 3½ per cent. each.

Amount paid in dividends,	\$174,149 50
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STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Daniel R. Bennett, president, and Joseph Lapsley Wilson, treasurer, of the Little Schuylkill Navigation Railroad and Coal Company, who, being severally duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full, and correct statement of the condition and

affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed) DAN'L R. BENNETT, *President.*
JOS. LAPSLEY WILSON, *Treasurer.*

Sworn or affirmed and subscribed before me this 23d day of December, A. D. 1879.

JOHN RODGERS, *Notary Public.*

APPROXIMATE REPORT

OF THE

Little Saw Mill Run Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John S. Hollingshead, President,	Pittsburgh, Pa.
Charles S. Fetterman, Secretary,	Pittsburgh, Pa.
Jacob Henrici, Treasurer,	Economy, Pa.
John S. Hollingshead, General Manager,	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Henrici,	Economy, Pa.
Jonathan Lenz,	Economy, Pa.
Jehu Haworth,	Pittsburgh, Pa.
Jacob Painter,	Pittsburgh, Pa.
George Gray,	Banksville, Pa.
John R. Neeld,	Banksville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued, 2,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due A. D. 1884, bear interest at seven per cent., which is payable semi-annually,) amount,	\$80,000	00
Total amount now of funded debt,	80,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$34,000	00
Debt incurred for any other purpose, and for what : Quarterly bills and December pay-roll,	2,953	51
The amount now of floating debt,	36,953	51
Total amount now of floating and funded debt,	116,953	51
Funded debt, as per last report,	\$80,000	00
Floating debt, as per last report,	36,977	33

COST.

Total cost of entire road to date,	\$106,987	13
Average of same per mile of road laid,	35,662	38
Proportion of same for Pennsylvania,	106,987	13
Total cost of entire equipment,	29,175	00
Average cost of equipment per mile of road operated by company,	9,725	00
Proportion of same for Pennsylvania,	29,175	00
Cost of road and equipment per mile,	45,387	38
Proportion of same for Pennsylvania,	136,162	13

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Banksville,	3	3
Length of single main track,	3	3
Aggregate length of main line and branches, of which 2 ⁷ / ₁₀ miles is double gauge,	3	3
Aggregate length of sidings and other track not above enumerated,	1 ¹ / ₂	1 ¹ / ₂
Aggregate length of main line, branches, leased roads, sidings, and other track,	4 ¹ / ₂	1 ¹ / ₂

Gauge.

What is the gauge of your lines? 4 feet 8½ inches and 3 feet.

Track.

Miles of iron rail in use,	2½
Miles of steel rail in use,	2
Weight of rail per yard, { Iron,	53 and 56 lbs.
Steel,	52 ⁶ / ₁₀ , 53, and 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	4
Wooden bridges, number of, 4 ; aggregate length,	300 feet.
Wooden trestles, number of, 4 ; aggregate length,	1,860 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Cincinnati, and St. Louis railroad, at Pittsburgh, (over,) and Pittsburgh and Lake Erie railroad, at Pittsburgh, (under.)

Stations.

Number of engine houses and shops in Pennsylvania ; total	
number entire road,	2
Number of water stations on main road,	1
Value of real estate held by the company, exclusive of road-way,	\$54,850 00
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	54,850 00
How is track laid, and on what foundation? With splice bar on oak cross-ties, laid on clay, coal slack, or stone.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight, . . .	1	\$7,000	00
Number of locomotives of more than 10 tons weight, . . .	2	6,000	00
Number of passenger and baggage cars, combined,	1	2,000	00
Number of coal, ore, and stone cars,	73	158	00

Average number of coal cars in freight trains,	26
Average weight of coal trains, including locomotive and tender, in working order,	150 tons.

Employees.

Average number of persons regularly employed by company, including officials,	15
Same in Pennsylvania,	35

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by coal trains, about,	12,000
Number of through passengers for the year on main road,	1,382
Number of passengers (all classes) carried in cars,	1,382
Number of passenger carried one mile,	4,146
Number of passengers carried one mile in Pennsylvania,	4,146
Number of tons of 2,000 pounds of through coal for the year, on main road,	180,030.31
Number of tons of freight carried one mile,	540,090.93

Number of tons of freight carried one mile in Pennsylv-

ania,

540,090.93

Gross amount of tonnage for the year. (2,000 pounds per

ton,)

540,090.93

Average rate of speed adopted by coal trains, including

ing stops, (miles per hour :) No regular speed adopted ;

say six to ten miles per hour.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	516	March, 1879,	357
February, 1879,	503	May, 1879,	6

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	180,030.31	Other articles,	109
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The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3½ cents.
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The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through coal, use of car and handling, per ton per mile,	7 cents.
For local coal, use of car and handling, per ton per mile, .	7 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$51	65
February, 1879,	50	30
March, 1879,	85	70
April, 1879,
May, 1879,	60
Total,	\$138	25

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$2,441	16
February, 1879,	2,458	59
March, 1879,	2,887	30
April, 1879,	4,468	66
May, 1879,	3,023	98
June, 1879,	311	59
July, 1879,	1,102	63
August, 1879,	4,939	81
September, 1879,	3,337	11
October, 1879,	3,953	79
November, 1879,	4,071	30
December, 1879,	3,429	14
Total,	\$36,424	56

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,	\$685 21
February, 1879,	173 16
March, 1879,	580 66
April, 1879,	10 00
May, 1879,	1,800 30
June, 1879,	5 50
July, 1879,	259 50
August, 1879,	1,165 21
September, 1879,	314 96
October, 1879,	566 58
November, 1879,	408 81
December, 1879,	476 28
Total,	\$6,456 17
Total passenger earnings for the year,				\$138 25
Total freight earnings for the year,				36,424 56
Total earnings from all other sources,				6,456 17
Total earnings for the year,				\$43,018 98
Total receipts from all sources on whole length of line,				\$43,018 98
Proportion of earnings in Pennsylvania to earnings of whole line,				43,018 98

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$5,696 97
Total,	\$5,969 97
Proportion for Pennsylvania,	\$5,969 97

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$3,254 88
New steel rails,	1,296 26
Repairs of buildings and fixtures,	2,617 08
Total for maintenance of way,	\$7,168 22
Cost per mile of road kept in repair,	\$2,389 41
Proportion for Pennsylvania,	7,168 22

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,369 49
Repairs of coal cars,	1,735 06
All other expenses for maintenance of motive power and cars,	369 38
Total for maintenance of motive power and cars,	\$3,500 93
Cost per mile of road operated,	\$1,166 98
Proportion for Pennsylvania,	3,500 93

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$8,018	13
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .		
Fuel—number of tons of coal, 450; cost,	341	60
Oil and waste,	894	54
Taxes,	1,312	02
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	2,829	84
Total miscellaneous,	\$13,396	13
Amount per mile of road operated,	\$4,465	38
Proportion for Pennsylvania,	13,397	13
Total expenditures for operating the road,	24,065	28
Total charged to road and equipment,	5,969	97
Expenses per mile of the road operated,	10,011	75
Expenses per mile of single track operated, not including sidings, . .	10,011	75
Expenses per train mile,		83 1/2
Proportion for Pennsylvania,	10,011	75

EARNINGS.

Passenger transportation, local and through,	\$138	25
Coal transportation, local and through,	36,424	36
Rents,	588	50
All other sources of income,	5,867	67
Total,	\$43,014	59
Operating Expenses.		
Maintenance of way and buildings,	\$7,168	22
Maintenance of motive power and cars,	3,500	98
Miscellaneous,	13,396	13
Total operating expenses, being 55 1/2 per cent. of earnings,	\$24,065	28
Net earnings,	18,949	31
Earnings per mile of road operated, 61	\$14,388	19
Expenses per mile of road operated,	8,021	76
Net earnings,	6,316	43

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Gray & Bell have a few cars of their own, but sufficient number for their coal business. We charge 60 cents per 100 bushels for all coal carried on our road. If our cars are used, 10 cents more per 100 bushels, and if we unload the coal, we then charge 10 cents per 100 bushels more.

Pittsburgh Southern Railroad Company run a distance of 2.78 miles on our three foot gauge. For receipts on our line, we receive sixty per cent., for other receipts, as 2.78 miles is to the distance carried, so is our receipts to the total receipts.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Carried by the Pittsburgh Southern Railroad Company's trains.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$100,000 00
Rate and date of all cash dividends on stock of original
and consolidated companies : December 1, 1879, five per
cent. on amount of stock paid in, 100,000 00

Number and per cent. of dividends,	\$5,000	00
Amount paid in dividends,	5,000	00
Paid for construction,	\$5,969	97
Paid for interest,	10,541	09
Deficit for year,	16,511	06
Surplus at the commencement of the year,	4,588	67
	7,150	42
Total surplus,	\$2,561	75
Surplus invested as follows :		
Cash and loans,	\$2,016	66
Balance of accounts due company,	545	09

ACCIDENTS TO PERSONS.

	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	.	.	.
Others,
Total,	1	.	.	.

Statement of each Accident.

In January, 1879, James Tally, while shoveling snow, was struck by a locomotive in the yard at Pittsburgh ; was injured so that he died ; verdict by coroner's jury, accidental.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, John S. Hollingshead, president, and Jacob Henrici, treasurer, of the Little Saw Mill Run Railroad Company, who being duly sworn and affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) JOHN S. HOLLINGSHEAD, *President.*
JACOB HENRICI, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 7th day of February, A. D. 1880.

EDWARD J. DONNELLY, *Notary Public.*

REPORT

OF

The Lock Haven and Clearfield Railroad Company, for
the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
G. B. Roberts, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
William Taylor, Treasurer,	Cambridge, N. J.

General office at 233 South Fourth street, Philadelphia.

Names of Directors.	Residences.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.
Strickland Kneass,	Philadelphia.
Wister Morris,	Philadelphia.
N. Parker Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock, total amount now paid in,	25,000	00
Capital stock, number of shares issued, 5,000		
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Total cash realized from capital stock and debt,	\$25,000	00
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CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from near mouth of Beech Creek, on the Bald Eagle Valley railroad, to near Phillipsburg, on the Tyrone and Clearfield railway, about,	50	50

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :
Personally appeared before me, G. B. Roberts, president, and W. Taylor, treasurer, of the Lock Haven and Clearfield Railroad Company, who,

Bridges and Trestles.

Number of bridges and trestles on whole line,	4
Wooden bridges, number of, 3 ; aggregate length,	102.5 feet.
Iron bridges, number of, 1 ; aggregate length,	65.66 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Northern Central railroad, at Millersburg.

Stations.

Number of stations on main road : Passenger, 9 ; freight, 9 ; total,	9
Number of engine-houses and shops in Pennsylvania, 6 ; total number entire road,	6
Number of wood and water stations on main road,	4

How is track laid, and on what foundation? Track is laid on wooden cross-ties, ballasted with stone, cinder, and coal dirt.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	5	
Number of locomotives of more than 20 tons weight,	1	
Number of locomotives of more than 10 tons weight,	1	
Number of second-class passenger cars,	2	
Number of baggage, mail, and express cars,	1	
Number of freight cars: House cars, 1 ; trucks, 6 ; total,	7	
Number of coal, ore, and stone cars,	7	
Number of caboose cars,	1	

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	60
Average weight of passenger trains, including locomotive and tender, in working order,	80 tons.
Average weight of freight trains, including locomotive and tender, in working order,	1,143 tons.

Employees.

Average number of persons regularly employed by company, including officials,	10'
Same in Pennsylvania,	101

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	28,099
Number of miles run by freight and coal trains,	45,781
Number of through passengers for the year on main road,	21,243
Number of passengers (all classes) carried in cars,	21,243
Number of passengers carried one mile,	208,476

Number of passengers carried one mile in Pennsylvania,	208,476
Number of tons of 2,000 pounds of through freight for the year on main road,	465,908
Number of tons of freight carried one mile,	8,321,857
Number of tons of freight carried one mile in Pennsyl- vania,	8,321,857
Gross amount of tonnage for the year, (2,000 pounds per ton,)	465,908
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, includ- ing stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878,	1,389	June, 1879,	1,470
December, 1878,	1,544	July, 1879,	1,940
January, 1879,	1,487	August, 1879,	3,187
February, 1879,	1,332	September, 1879,	1,611
March, 1879,	1,581	October, 1879,	1,506
April, 1879,	1,838	November, 1879,	1,554
May, 1879,	2,107	December, 1879,	1,630

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	457,979	Other articles,	6,536
Lumber,	1,393		495,908

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For second-class through passengers,	3.5 cents.
For second-class way passengers,	4.3 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	6 and 12 cents.
For through coal, per ton per mile,	1.7 cents.
For local freight,	6 and 9 cents.
For local coal,	2

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$560 70
February, 1879,			503 00
March, 1879,			595 66
April, 1879,			584 20
May, 1879,			772 30
June, 1879,			517 15
July, 1879,			641 45
August, 1879,			1,105 55
September, 1879,			581 05
October, 1879,			556 10
November, 1879,			591 30
December 1879,			704 55
Total,			\$7,713 01

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$5,122 29
February, 1879,	7,261 06
March, 1879,	10,119 82
April, 1879,	12,345 18
May, 1879,	12,253 39
June, 1879,	11,653 29
July, 1879,	13,635 19
August, 1879,	13,328 18
September, 1879,	13,128 57
October, 1879,	12,948 28
November, 1879,	7,001 06
December, 1879,	14,204 68
Total,	\$133,000 94

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,	\$131 87	\$10 00	\$40 47	\$182 87
February, 1879,	93 53	. . . . .	16 34	109 87
March, 1879, . . . . .	. . . . .	17 78	5 00	22 78
April, 1879,	170 39	12 72	5 00	188 11
May, 1879,	55 01	19 66	5 00	79 67
June, 1879, . . . . .	. . . . .	21 31	5 50	26 81
July, 1879,	146 27	25 76	5 00	177 03
August, 1879,	79 13	19 55	5 00	103 68
September, 1879, . . . . .	. . . . .	22 34	11 92	34 26
October, 1879,	169 17	30 54	5 00	204 71
November, 1879,	56 23	23 81	5 92	85 96
December, 1879, . . . . .	. . . . .	25 04	136 00	161 04
Total,	\$901 60	\$228 51	\$246 15	\$1,376 26

Total passenger earnings for the year,	\$7,713 01
Total freight earnings for the year,	133,000 94
Total earnings from all other sources,	1,376 26
Total earnings for the year,	\$142,090 21
Total receipts from all sources on whole length of line,	\$142,090 21
Proportion of earnings in Pennsylvania to earnings of whole line: All.	

EXPENSES.

Cross-ties,	\$4,256	50
Iron and steel rails,	12,594	11
Repairs of buildings,	2,266	54
Repairs of track,	13,092	16
Tools and repairs of,	658	42
General superintendent, agents, and clerks,	5,883	85
Train hands,	13,926	40
Dispatchers and weighmasters,	2,645	70
Car service,	8,035	91
Rents,	62,670	00
Repairs of rolling stock,	7,086	18
Fuel and oil,	5,043	30
Office expenses, stationery, and printing,	805	64
Taxes,	1,191	30
General expenses,	1,892	32
Total expenses, all kinds, for operating,	\$142,048	36
Total expenditures for operating the road,	\$142,048	36
Expenses per mile of road operated,	7,102	42
Expenses per mile of single track operated, not including sidings,	7,102	42
Expenses per train mile,	1.9227 c.	
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local and through,	\$7,713	01
Freight transportation, local and through,	133,000	94
Mail service,	901	60
Express service,	228	51
All other sources of income,	346	15
Total,	\$142,090	21
Operating Expenses.		
Total operating expenses, being 99 $\frac{27}{100}$ per cent. of earnings,	142,048	36
Net earnings,	\$41	85
Earnings per mile of road operated, about,	\$7,104	51
Expenses per mile of road operated, about,	7,102	42
Net earnings, about,	\$2	09

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. Rates, forty per cent. of receipts. Have the use of portion of baggage car.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$901 40 per annum, payable quarterly.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,
Others,	1	.	1	.
Total,	1	.	1	.

Statement of each Accident.

Emanuel Smiles, of Wiconisco, Pennsylvania, was killed January 27, 1879, by throwing himself in front of a passenger train, one fourth of a mile east of Wiconisco station.

STATE OF PENNSYLVANIA,) ss:
County of Philadelphia,)

Personally appeared before me, J. Imbrie Miller, vice president, and John Dougherty, treasurer, of the Summit Branch Railroad Company, lessee of the Lykens Valley Railroad and Coal Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of his knowledge and belief.

(Signed) J. IMBRIE MILLER, Vice President.
JOHN DOUGHERTY, Treasurer.

Affirmed and subscribed to before me, this 28th day of January, A. D. 1880.
JOHN C. SIMS, Junior, Notary Public.

REPORT
OF THE
*Lykens Valley Railroad and Coal Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George E. Hoffman, President,	Philadelphia.
Frederick A. Platt, Secretary and Treasurer,	Brooklyn, N. Y.
General offices at No. 18 William street, New York.	

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander M. Lawrence,	New York.
William L. Chamberlain,	New York.
William A. Falls,	New York.
Alexander H. Grant,	New York.
Edward Dunham,	New York.
Frederick A. Platt,	Brooklyn, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$800,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock paid in by last report,	600,000	00
Capital stock, total amount now paid in,	600,000	00
Capital stock, number of shares issued,	80,000	
Capital stock, amount paid in on each share,	20	00
Capital stock, par value of each share,	20	00

COST.

Total cost of entire road when leased, March, 1866,	\$578,767	24
Proportion of same for Pennsylvania,	All in Pennsylvania.	
Total cost of entire equipment: About \$35,000 at time of lease; valued at,	17,000	00
Proportion of same for Pennsylvania,	All in Pennsylvania.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown,	20	20
Branches.		
To Lykens Valley Coal Company and Short Mountain breakers, Aggregate length of main line and branches: About,	20½	20½

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Value of real estate held by the company, exclusive of roadway: Cannot say; the use of all included in lease to Summit Branch Railroad Company, lessees.

How is track laid and on what foundation? Cross ties, on broken stone.

For all questions not answered, refer to Summit Branch Railroad Company, lessees.

EARNINGS.

Rents,	\$62,500	00
All other sources of income,	817	31
Total,	\$62,817	31
Operating Expenses.		
Miscellaneous,	1,566	18
Net earnings,	\$61,251	18

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$600,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1879, two and one half per cent. on \$600,000; April 1, 1879, two and one half per cent. on \$600,000; July 1, 1879, three and one half per cent. on \$600,000; October 1, 1879, two and one half per cent. on \$600,000.

Number and per cent. of dividends: Four dividends of two and one half per cent., and extra dividend of one per cent.		
Amount paid in dividends,	\$66,000	00
Surplus at the commencement of the year,	5,648	82
Total surplus, after payments of dividends and expenses,	895	00
Surplus invested as follows:		
Cash,	895	

The Lykens Valley railroad, extending from its junction with the Northern Central railroad, near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, on what was known as the Buehler lands, near Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock, and the privileges and appurtenances whatever belonging to or connected with said railroad or used for working the same, were, on the 1st day of March, 1866, leased to the Summit Branch Railroad Company for the term of nine hundred and ninety-nine years, at an annual rent of \$62,500. The lessee to keep the property in repair, and to pay all taxes, charges, duties, ordinary and extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town, or borough in which the said railroad is situated, except only the income tax of the United States on the sum of \$62,500

stipulated to be paid for rent. The lessees, during the continuation of the lease, to have and retain all the tolls for transportation of passengers, merchandise, or property over said railroad, without accounting to the lessors, provided such tolls shall always be in accordance with the charter of the lessors and laws of Pennsylvania.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, George E. Hoffman, president, of the Lykens Valley Railroad and Coal Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

GEORGE E. HOFFMAN, *President.*

Sworn and subscribed before me this 21st day of January, A. D. 1880.

EDWARD F. HOFFMAN, *Notary Public*

STATE OF NEW YORK, }
County of New York, } ss :

Personally appeared before me, Frederick A. Platt, treasurer, of the Lykens Valley Railroad and Coal Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1880.

EDWIN F. COREY,

Commissioner for the State of Pennsylvania in New York.

REPORT

OF THE

Maryland and Delaware River Railroad Company.

OFFICERS.	
Names.	Residences.
William H. Bell, President,	Philadelphia, Pa.
P. S. Ermold, Secretary and Treasurer,	Coatesville, Pa.
Names of Directors.	
Residences.	
La Motte du Pont,	Wilmington, Del.
Henry A. du Pont,	Wilmington, Del.
Charles Huston,	Coatesville, Pa.
Charles E. Pennock,	Coatesville, Pa.
Edward Brooke,	Birdsboro', Pa.
W. O. Leslie,	Philadelphia, Pa.

Honorable A. K. DUNKEL, *Secretary Internal Affairs* :

SIR : We respectfully beg leave to refer you to our last report, as to the status of the Maryland and Delaware River Railroad Company. No change has taken place since the date of that report.

The capital is \$320,000. Officers' names, and places of residence given above.

WM. H. BELL, *President*.

P. S. ERMOLD, *Treasurer*.

COATESVILLE, *February, 16, 1880.*

STATE OF PENNSYLVANIA, }
County of Chester, } ss :

Personally appeared before me, P. S. Ermold, treasurer of the Maryland and Delaware River Railroad Company, who, being duly sworn, did depose and say that the aforesaid statement is true, according to the best of his knowledge and belief.

P. S. ERMOLD, *Treasurer*.

Sworn and subscribed before me, this 16th day of February, 1880.

J. L. CHRISTY, *Notary Public.*

REPORT
OF THE
McKean and Buffalo Railroad Company, for the year
ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
B. D. Hamlin, President,	Smethport, Pa.
W. H. Glenny, Vice President,	Buffalo, N. Y.
G. Macfarlane, Secretary,	Clermont, Pa.
W. T. Wilson, Treasurer,	Buffalo, N. Y.
S. V. Godden, General Superintendent,	Smethport, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Byron D. Hamlin,	Smethport, Pa.
Delano R. Hamlin,	Smethport, Pa.
Graham Macfarlane,	Clermont, Pa.
Ario Pardee,	Hazleton, Pa.
George J. Magee,	Watkins, N. Y.
William H. Glenny,	Buffalo, N. Y.
Gibson T. Williams,	Buffalo, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000	00
Capital stock authorized by votes of company,	400,000	00
Capital stock, amount subscribed,	390,000	00
Capital stock paid in by last report,	387,600	00
Capital stock, total amount now paid in,	387,600	00
Capital stock, number of shares issued,	7,736	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
* First mortgage bonds, (due January 1, 1905, bear interest at seven per cent., which is payable semi-annually,) amount,	\$398,000	00
Total amount now of funded debt,	\$398,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$46,251	58
Debt incurred for other purpose, and for what,	1,862	27
The amount now of floating debt,	48,113	85
Total amount now of floating and funded debt,	\$446,113	85
Funded debt as per last report,	\$398,000	00
Floating debt as per last report,	44,187	16

* For the present, bondholders have agreed to accept four and one half per cent.

COST.

Total cost of entire road to date and telegraph line,	\$804,375	68
Average of same per mile of road laid,	36,314	92
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	34,848	16
Average cost of equipment per mile of road operated by company, .	1,573	28
Proportion of same for Pennsylvania, : All.		
Cost of road and equipment per mile,	37,888	20
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Larabee, Pa., to Clermont, Pa., . . .	22 ¹⁵ / ₁₀₀	22 ¹⁵ / ₁₀₀
Length of single main track,	22 ¹⁵ / ₁₀₀	¹⁵ / ₁₀₀
Aggregate length of main line and branches,	22 ¹⁵ / ₁₀₀	
Aggregate length of sidings and other track not above enumerated, .	4 ⁶⁵ / ₁₀₀	
Aggregate length of main line, branches, leased roads, sidings and other track,	26 ⁸⁰ / ₁₀₀	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	4 ⁶⁵ / ₁₀₀
Miles of steel rail in use,	22 ¹⁵ / ₁₀₀
Weight of rail per yard, iron, } Iron,	56 pounds.
Steel,	62 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	22
Wooden bridges, number of, 19; aggregate length, . . .	1,323 feet.
Wooden trestles, number of, 3; aggregate length,	656 feet.

Stations.

Number of stations on main road: Passenger, 7; freight, 3; total,	10
Number of engine-houses and shops in Pennsylvania 2; total number entire road,	2
Number of wood and water stations on main road, . . .	4
How is track laid, and on what foundation? Timber cross ties, ballasted with gravel.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	2	\$8,000	00
Number of first-class passenger cars,	1	3,300	00
Number of baggage, mail, and express cars,	1	3,000	00
Number of coal, ore, and stone cars,	4	400	00
Number of caboose cars,	1	450	00

Average number of cars in passenger and freight trains, combined, including baggage cars,	25
Average weight of passenger and freight trains, including locomotive and tender, in working order,	250 tons.

Employees.

Average number of persons regularly employed by company, including officials,	29
Same in Pennsylvania,	27

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger, freight, and coal trains, combined,	40,058
Number of through passengers for the year on main road,	1,115
Number of passengers (all classes) carried in cars,	23,822
Number of passengers carried one mile,	210,386
Number of passengers carried one mile in Pennsylvania,	210,386
Number of tons of 2,000 pounds of through freight for the year on main road,	80,000
Number of tons of freight carried one mile,	1,562,616
Number of tons of freight carried one mile in Pennsylvania,	1,562,616
Gross amount of tonnage for the year, (2,000 pounds per ton,)	100,349
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879, 677	July, 1879, 2,255
February, 1879, 1,367	August, 1879, 2,045
March, 1879, 1,365	September, 1879, 2,816
April, 1879, 1,152	October, 1879, 2,372
May, 1879, 2,381	November, 1879, 1,453
June, 1879, 2,812	December, 1879, 3,127

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	275	Agricultural products,	550
Bituminous coal,	79,298	Merchandise and manufactures,	5,200
Petroleum and other oils,	5,445	Lumber,	9,047
Stone and lime,	534		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	4 cents.
For through coal, per ton per mile,	1¼ cents.
For local freight, per ton per mile,	6⅔ cents.
For local coal, per ton per mile,	3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$13	61	\$208	07	\$221	68
February, 1879,	21	14	430	34	451	48
March, 1879,	49	69	407	55	457	24
April, 1879,	24	15	668	61	692	76
May, 1879,	121	15	640	12	761	27
June, 1879,	67	71	923	58	991	24
July, 1879,	68	05	541	61	609	66
August, 1879,	85	13	551	56	636	69
September, 1879,	66	68	831	56	898	24
October, 1879,	65	49	788	76	854	25
November, 1879,	47	51	586	68	634	19
December, 1879,	85	73	894	74	980	47
Total,	\$716	04	\$7,478	13	\$8,189	17

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,160	54	\$433	56	\$1,594	10
February, 1879,	1,584	09	290	70	1,874	79
March, 1879,	2,388	76	435	95	2,824	71
April, 1879,	1,950	55	775	76	2,726	31
May, 1879,	2,302	28	2,315	45	4,617	73
June, 1879,	2,567	19	2,231	34	4,798	53
July, 1879,	2,261	64	1,114	39	3,376	03
August, 1879,	2,527	61	1,160	72	3,688	33
September, 1879,	2,035	95	1,282	89	3,318	84
October, 1879,	2,196	27	1,297	90	3,494	17
November, 1879,	1,452	10	1,065	41	2,517	51
December 1879,	2,431	37	1,442	39	3,873	76
Total,	\$24,858	35	\$13,846	46	\$38,704	81

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . .	\$229	32	\$117	53	\$505	29	\$852	14
February, 1879, .	4	39			36	73	41	12
March, 1879, . . .	218	27			8	81	227	08
April, 1879, . . .	18	46			10	52	28	98
May, 1879,					83	58	83	58
June, 1879, . . .	223	48	222	38	22	15	468	01
July, 1879,			70	55	28	86	99	41
August, 1879, . .					13	63	13	63
September, 1879, .	207	23			47	82	255	05
October, 1879, . .					21	91	21	91
November, 1879, .	36	71			50	34	87	05
December, 1879, .	342	82	253	80	569	47	1,166	09
Total,	1,280	68	664	26	1,399	11	3,344	05

Total passenger earnings for the year,	\$8,189	17
Total freight earnings for the year,	88,704	81
Total earnings from all other sources,	3,344	05
Total earnings for the year,	\$50,238	03
Total receipts from all sources on whole length of line,	\$50,238	03
Proportion of earnings in Pennsylvania to earnings of whole line, . .	All.	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Engine-houses, car sheds, wood and coal sheds, and water tanks, . .	\$418	08
New locomotives, number 1,	7,810	58
New caboose cars, number 1,	458	47
New machine shops, machinery, and tools,	74	72
Any other expenditures chargeable to this account,	1,232	21
Total,	\$9,994	06
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,705	51
Repairs of bridges,	25	80
Repairs of buildings and fixtures,	519	96
Total for maintainance of way,	\$7,251	27
Cost per mile of road kept in repair,	\$327	37
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$601	23
Repairs of passenger, baggage, and mail cars,	303	24
Repairs of freight cars,	421	65
Total for maintenance of motive power and cars,	\$1,326	11
Cost per mile of road operated,	\$59	87

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$9,048	56
Fuel—number of cords of wood, 85; cost,	35	00
Fuel—number of tons of coal, 923,878; cost,	1,057	76
Oil and waste,	418	07
Damages for cattle killed or injured,	87	62
Damage for loss of goods and baggage,	2	59
Taxes,	500	85
Insurance,	75	00
Telegraph expenses,	332	35
Amount paid other corporations or individuals for use of all other cars,	2,027	10
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	1,796	76
Total miscellaneous,	\$15,381	66
Amount per mile of road operated,	\$694	48
Proportion for Pennsylvania,	All.	
Total expenditures for operating the road,	23,959	04
Total charge to road and equipment,	9,994	06
Expenses per mile of the road operated,	1,081	67
Proportion for Pennsylvania,	All.	

EARNINGS.

Passenger transportation, local,	\$7,473 13	} Total,	\$8,189	17
Passenger transportation, through,	716 04			
Freight transportation, local,	13,846 46	} Total,	33,704	81
Freight transportation, through,	24,858 35			
Mail service,			1,280	68
Express service,			664	26
Rents,			1,209	85
All other sources of income,			189	26
Total,			\$50,238	03
Operating Expenses.				
Maintenance of way and buildings,	\$7,251 27			
Maintenance of motive power and cars,	1,326 11			
Miscellaneous,	15,381 66			
Total operating expenses, being 47½ per cent. of earnings,			23,959	04
Net earnings,			\$26,278	99
Earnings per mile of road operated,			\$2,268	06
Expenses per mile of road operated,			1,081	67
Net earnings,			\$26,278	99

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? American Express Company; one and one half first-class rates. Freight received at offices of express company at our depots.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$946 51 per annum, payable quarterly. Contract expires June 30, 1881.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$386,800 00

STATE OF PENNSYLVANIA, }
County of Erie, city of Buffalo, } 88 :

Personally appeared before me, W. H. Glenny, vice president, and W. T. Wilson, treasurer, of the McKean and Buffalo Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) W. H. GLENNY, *Vice President.*
W. T. WILSON, *Treasurer.*

Sworn and subscribed before me this 28th day of January, A. D. 1880.
LYMAN P. PERKINS,
Commissioner for the State of Pennsylvania in the State of New York.

REPORT

OF THE

Mount Pleasant and Broadford Railroad Company,
for the year ending September 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. Donnelly, President,	Pittsburgh, Pa.
Welty McCullogh, Secretary and Treasurer,	Greensburg.
<i>Names of Directors.</i>	<i>Residences.</i>
John King, junior,	Baltimore, Md.
William Keyser,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
Hugh Sisson,	Baltimore, Md.
Charles Webb,	Baltimore, Md.
A. R. Banning,	Connellsville.
E. K. Hyndman,	Connellsville.
O. R. Shupe,	Mount Pleasant.
William S. Bissell,	Pittsburgh.
William Baldwin,	Pittsburgh.
G. B. Rathfon,	Pittsburgh.
J. B. Washington,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	152,050	00
Capital stock paid in by last report,	150,625	00
Capital stock, total amount now paid in,	150,505	00
Capital stock, number of shares issued,	8,110	
Capital stock, amount paid in on each share, one part paid,	50	00
Capital stock, par value of each share, about,	45	00

COST.

Total cost of entire road to date, \$201,669 69

This road being leased to, and operated by, the Pittsburgh and Connells-ville Railroad Company, the questions following properly belong and have been fully answered in their reports. The terms of agreement are published in your annual report, Part IV, for year 1877.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Charles Donnelly, president, and Welty McCullogh, treasurer, of the Mount Pleasant and Broadford Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed) CHARLES DONNELLY, *President.*
WELTY McCULLOGH, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1880.
J. J. McCORMICK, *Notary Public.*

REPORT
OF THE
Monongahela Inclined Plane Company, for the year
ending December 31, 1879.

OFFICERS.

Names.	Residences.
Samuel Harper, President,	Pittsburgh, Pa.
John L. Awl, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.		
Names of Directors.		Residences.
William M. Lyon,		Pittsburgh, Pa.
James M. Bailey,		Pittsburgh, Pa.
Withrow Douglass,		Pittsburgh, Pa.
John S. McMillin,		Pittsburgh, Pa.
William Halpin,		Pittsburgh, Pa.
George W. Bettzhooover,		Pittsburgh, Pa.
John L. Awl,		Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$20,000	00
Capital stock authorized by votes of company,	75,000	00
Capital stock, amount subscribed,	75,000	00
Capital stock paid in by last report,	75,000	00
Capital stock, total amount now paid in,	75,000	00
Capital stock, number of shares issued,	1,500	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

CHARACTERISTICS OF ROAD.

Plane 640 feet, double track.		
Gauge.		
What is the gauge of your lines ?		5 feet.
Track.		
Weight of rail per yard, iron,		45 pounds.
Bridges and Trestles.		
Iron bridges, number of, 1 ; aggregate length,		280 feet.
Wooden trestles, number of, 1 ; aggregate length,		360 feet.
Crossings.		
What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Cincinnati, and St. Louis railroad, at Pittsburgh, (under.)		
Stations.		
Number of stations on main road, passenger,		2
Value of real estate held by the company, exclusive of road-way,		\$4,500 00
How is track laid, and on what foundation? On the bridge it is laid on cross-ties; the other part on wooden stringers, supported by wooden trestles, built on stone foundations.		
Equipment.		
Two stationery engines, aggregate cost of each,		\$1,500 00
Employees.		
Average number of persons regularly employed by company, including officials,		9
Same in Pennsylvania,		9

DOINGS OF THE YEAR.
Transportation and total Miles Run.

Number of passengers (all classes) carried in cars, \$385,489

Monthly statement of Passengers (all classes) carried in Cars.

November, 1878,	26,588	June, 1879,	31,406
December, 1878,	27,780	July, 1879,	34,636
January, 1879,	26,154	August, 1879,	33,848
February, 1879,	23,933	September, 1879,	35,773
March, 1879,	27,770	October, 1879,	38,148
April, 1879,	28,855	November, 1879,	35,837
May, 1879,	32,047	December, 1879,	38,587

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers, to July 4,	6 cents.
For first-class through passengers, from July 4,	5 cents.
Tickets in packages of five each,	5 cents.
Monthly tickets for adults, sixty trips,	\$1 50
Monthly tickets for children over five years and under sixteen years, fifty-four trips,	1 00

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,104	50	.	.	.	.
February, 1879,	1,018	02	.	.	.	.
March, 1879,	1,209	10	.	.	.	.
April, 1879,	1,228	57	.	.	.	.
May, 1879,	1,437	75	.	.	.	.
June, 1879,	1,436	90	.	.	.	.
July, 1879,	1,377	05	.	.	.	.
August, 1879,	1,364	50	.	.	.	.
September, 1879,	1,530	75	.	.	.	.
October, 1879,	1,575	75	.	.	.	.
November, 1879,	1,488	25	.	.	.	.
December, 1879,	1,535	75	.	.	.	.
Total,	\$16,253	89	.	.	.	.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$180	75	.	.
February, 1879,		50	.	.
March, 1879,	6	37	.	.
April, 1879,	1	85	.	.
May, 1879,	2	35	.	.
June, 1878,	1	45	.	.
July, 1879,	181	15	.	.
August, 1879,	1	00	.	.
September, 1879,	2	10	.	.
October, 1879,	3	00	.	.
November, 1879,		40	.	.
December, 1879,	99	00	.	.
Total,	\$479	92	.	.

Total passenger earnings for the year.	\$16,253	89
Total earnings from all other sources,	479	92
Total earnings for the year,	\$16,733	81

MISCELLANEOUS.

Salaries, wages, and incidentals,	\$7,124	17
Fuel—coal,	347	16
Oil and waste and supplies,	140	97
Taxes,	122	96
Insurance,	100	00
Total miscellaneous,	\$7,835	71

EARNINGS.

Passenger transportation,	\$16,253	89
All other sources of income,	479	92
Total,	\$16,733	81
Operating Expenses.		
Total operating expenses, being 46 ⁸² / ₁₀₀ per cent. of earnings,	7,835	71
Net earnings,	\$8,898	10

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$75,000 00

Number and per cent. of dividends, January, 1879, four per cent., July, 1879, four per cent,	\$6,000	00
Amount paid in dividends,	6,000	00
Balance for the year, or surplus,	\$2,799	10
Surplus at the commencement of the year,	13,429	02
Total surplus,	\$16,228	12
Surplus invested as follows:		
Cash,	\$4,901	03
Improvement account,	6,327	09
One hundred shares capital stock at \$50,	5,000	00
Total,	\$16,228	12

STATE OF PENNSYLVANIA,)
County of Allegheny,) ss :

Personally appeared before me, Samuel Harper, president, and John L. Awt, treasurer, of the Monongahela Inclined Plane Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having

carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

SAMUEL HARPER, *President.*
JOHN L. AWL, *Treasurer.*

Sworn and subscribed before me this 21st day of January, A. D. 1880.

THOMAS T. WHIGHTMAN, *Notary Public.*

REPORT

OF THE

Montrose Railway Company, for the year ending November 30, 1879.

OFFICERS.

Names.	Residences.
James I. Blakslee, President,	Mauch Chunk.
C. L. Brown, Secretary,	Montrose.
William H. Cooper, Treasurer,	Montrose.
H. C. Jessup, General Solicitor,	Montrose.
Felix Ansart, Chief Engineer,	Tunkhannock.

Names of Directors.	Residences.
Robert Klotz,	Mauch Chunk, Pa.
Charles O. Skeer,	Mauch Chunk, Pa.
S. D. Thomas,	Springville, Pa.
H. K. Sherman,	Springville, Pa.
C. M. Gere,	Montrose, Pa.
W. J. Mulford,	Montrose, Pa.
S. H. Sayre,	Montrose, Pa.
A. Lathrop,	Montrose, Pa.
E. F. Palen,	Tunkhannock, Pa.
Samuel Stark,	Tunkhannock, Pa.
B. F. Blakslee,	Lynn, Pa.
Sylvanus Tyler,	Dimock, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	319,700	00
Capital stock paid in by last report,	306,310	85
Capital stock, total amount now paid in,	306,335	85
Capital stock, number of shares issued, 6,038		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1892, bear interest at seven per cent., which is payable), amount,	\$44,900	00
Total amount now of funded debt,	\$44,900	00
Floating Debt.		
Total amount now of floating and funded debt,	\$44,900	00
Funded debt as per last report,	\$44,900	00
Total cash realized from capital stock and debt,	\$346,757	85

COST.

Total cost of entire road to date,	\$332,141	18
Average of same per mile of road laid,	11,862	18½
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment,	37,909	14
Average cost of equipment per mile of road operated by company,	1,353	89
Proportion of same for Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile,	13,216	07
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Montrose to Tunkhannock,	28	28
Length of single main track,	28	28
Aggregate length of main line and branches,	28	28
Aggregate length of main line, branches, leased roads, sidings, and other track,	28	28

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 28
Weight of rail per yard, iron, 40 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4
Wooden bridges, number of, 4 ; aggregate length, 500 feet.

Stations.

Number of stations on main road, passenger and freight, 13
Number of wood and water stations on main road, 3
How is track laid, and on what foundation? Gravel and gravel ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than ten tons weight, . . .	2		
Number of first-class passenger cars,	1	\$3,000	00
Number of second-class passenger cars,	1	2,500	00
Number of baggage, mail, and express cars,	1	2,000	00
Freight cars, { House cars 3, {	14	400	00
Trucks, 11, }		250	00

Average number of cars in passenger and freight trains,
including baggage cars, (run mixed trains,)

3

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of passengers (all classes) carried in cars, . . .	10,334½
Number of passengers carried one mile,	168,503
Number of passengers carried one mile in Pennsylvania,	168,503
Number of tons of 2,000 pounds of through freight for the year on main road,	157.88
Gross amount of tonnage for the year, (2,000 pounds per ton,)	9,181.30
Average rate of speed adopted by ordinary passenger, ex- press, and freight trains, including stops, (miles per hour,)	10 miles.

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1878,	589½	June, 1879,	725½
January, 1879,	838½	July, 1879,	1,665
February, 1879,	266	August, 1879,	2,105
March, 1879,	641½	September, 1879,	1,262
April, 1879,	825½	October, 1879,	631½
May, 1879,	621	November, 1879,	663

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	8,703.41	Other articles,	2,751.48
Lumber,	2,568.53		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers, about,	3½ cents.
For first-class way passengers, about,	3½ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, about,	4½ cents.
For through coal, per ton per mile, about,	4 cents.
For local freight, per ton per mile, about,	4½ cents.
For local coal, per ton per mile, about,	4 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1878,	\$361	84	.	.	.	.
January, 1879,	218	29	.	.	.	.
February, 1879,	153	97	.	.	.	.
March, 1879,	395	51	.	.	.	.
April, 1879,	490	48	.	.	.	.
May, 1879,	387	58	.	.	.	.
June, 1879,	473	15	.	.	.	.
July, 1879,	701	12	.	.	.	.
August, 1879,	861	84	.	.	.	.
September, 1879,	747	21	.	.	.	.
October, 1879,	478	93	.	.	.	.
November, 1879,	415	25	.	.	.	.
Total,	\$5,685	17	.	.	.	.

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1878,	\$45	91	\$1,007	87	\$1,053	78
January, 1879,	45	96	1,173	99	1,219	95
February, 1879,	33	53	921	98	957	51
March, 1879,	19	39	962	01	981	40
April, 1879,	12	90	1,041	85	1,054	75
May, 1879,	6	18	841	25	847	43
June, 1879,	36	00	770	27	806	27
July, 1879, . . . . .	.	.	611	38	611	38
August, 1879,	18	86	692	00	710	86
September, 1879, . . . . .	.	.	1,434	70	1,434	70
October, 1879, . . . . .	.	.	1,547	34	1,547	34
November, 1879,	52	52	1,191	99	1,244	51
Total,	\$273	25	\$12,196	63	\$12,469	88

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1878,	\$299	78	\$140	38	.	.	\$440	16
January, 1879, . . . . .	.	.	44	00	.	.	44	00
February, 1879, . . . . .	.	.	38	22	.	.	38	22
March, 1879, . . . . .	.	.	51	16	\$5	00	56	16
April, 1879,	9	49	86	96	.	.	96	45
May, 1879,	248	49	105	76	.	.	354	25
June, 1879, . . . . .	.	.	129	75	.	.	129	75
July, 1879,	299	78	89	05	.	.	388	83
August, 1879, . . . . .	.	.	110	29	.	.	110	29
September, 1879,	299	78	184	22	.	.	434	00
October, 1879, . . . . .	.	.	105	76	.	.	105	76
November, 1879, . . . . .	.	.	126	21	404	97	531	18
Total,	\$1,157	32	.	.	\$409	97	\$2,729	05

Total passenger earnings for the year,	\$5,685	17
Total freight earnings for the year,	12,469	88
Total earnings from all other sources,	2,729	05
Total earnings for the year,	\$20,884	10
Total receipts from all sources on whole length of line, Proportion of earnings in Pennsylvania to earnings of whole line: All.	\$20,884	10

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Motive Power and Cars.**

Repairs of roads, exclusive of bridges and new rails,	\$6,417	46
Repairs of buildings and fixtures,	84	48
Total for maintenance of way,	\$6,501	94
Cost per mile of road kept in repair,	\$232	21
Proportion for Pennsylvania,	232	21

Cost of Maintenance of Way and Buildings.

Repairs of locomotives, machinery, passenger, baggage, mail, and freight cars,	\$3,266	72
Total for maintenance of motive power and cars,	\$3,266	72
Cost per mile of road operated,	\$116	66
Proportion for Pennsylvania,	116	66

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger departments, Salaries, wages, and incidentals chargeable to freight departments, Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	}	\$5,091	04
Fuel—coal,		1,856	88
Oil and waste,		428	95
Damages for loss of goods and baggage,		5	06
Taxes,		261	81
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .		1,140	70
Total miscellaneous,		\$8,284	44
Amount per mile of road operated,		\$295	87
Proportion for Pennsylvania,		295	87
Total expenditures for operating the road,		18,053	10
Expenses per mile of the road operated,		644	75
Expenses per mile of single track operated, not including sidings, . .		644	75
Proportion for Pennsylvania, All.			

EARNINGS.

Passenger transportation, local and through,	\$5,685	17
Freight transportation, local and through,	12,469	88
Mail service,	1,157	32
Express service,	1,161	76
Rents,	5	00
All other sources of income,	404	97
Total,	\$20,884	10
Operating Expenses.		
Maintenance of way and buildings,	\$6,501 94	
Maintenance of motive power and cars,	3,266 72	
Miscellaneous,	8,284 44	
Total operating expenses,	18,053	10
Net earnings,	\$20,884	10
Earnings per mile of road operated,	\$745	86
Expenses per mile of road operated,	644	75
Net earnings,	20,884	10
One year's interest on funded debt paid during year,	3,143	00

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Central Express Company. We receive one sixth gross receipts.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,262 25 per annum, from July 1, 1877, unless otherwise ordered. Daily service.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding : 6,038 shares.

STATE OF PENNSYLVANIA, }
County of Susquehanna, } ss :

Personally appeared before me, James I. Blakslee, president, and William H. Cooper, treasurer, of the Montrose Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examiped the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES I. BLAKSLEE, *President.*
WILLIAM H. COOPER, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880 as to William H. Cooper, treasurer.

JOSEPH H. WILLIAMS, *Notary Public.*

Sworn and subscribed before me, this 28th day of January, A. D. 1880, as to James I. Blakslee, president.

FREDERICK BERTOLETTE, *Notary Public.*

REPORT

OF THE

Mount Carbon and Port Carbon Railroad Company, for
the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
F. B. Gowen, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library street, Philadelphia.	

Names of Directors.	Residences.
A. E. Borie,	Philadelphia.
H. P. McKean,	Philadelphia.
John Ashhurst,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
George F. Tyler,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$282,350	00
Capital stock, amount subscribed,	282,350	00
Capital stock paid in by last report,	282,350	00
Capital stock, total amount now paid in,	282,350	00
Capital stock, number of shares issued,	5,647	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$282,815 45
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CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mount Carbon to Port Carbon,	2½	
Length of double main track,	2½	
Aggregate length of main line and branches,	2½	
Aggregate length of sidings and other track not above enumerated,	18¼	
Aggregate length of main line, branches, leased roads, sidings, and other track,	15¾	

NOTE.—This road is leased to the Philadelphia and Reading Railroad Company; date of lease, March 5, 1860; term of years, fifty years; annual rental, \$36,250.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 15.4
 Miles of steel rail in use, ½
 Weight of rail per yard, iron and steel, 68 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
 Wooden bridges, number of, 1; aggregate length, 174½ feet.
 Iron trestle ash-pit, 1; aggregate length, 150 feet.
 Wooden trestles, number of, 5; aggregate length, 379 feet.

Stations.

Number of stations on main road: Passenger, 1; freight,
 1; total, 2
 Number of engine-houses and shops in Pennsylvania, 5;
 total number entire road, 5
 Number of wood and water stations on main road, 2
 How is track laid, and on what foundation? Cross-ties; coal dirt and
 cinder ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$282,350 00
 Rate and date of all cash dividends on stock of original and
 consolidated companies: 18th January, 1879, \$16,941;
 15th July, 1879, \$16,941.
 Number and per cent. of dividends: Two of six per cent.
 Amount paid in dividends, 33,882 00

STATE OF PENNSYLVANIA,)
 County of Philadelphia,) ss:

Personally appeared before me, Franklin B. Gowen, president, and Peter C. Hollis, treasurer, of the Mount Carbon and Port Carbon Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

F. B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

Mount Oliver Incline Railway Company, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
C. J. Shultz, President,	Pittsburgh.
John P. Beech, Secretary and Treasurer,	Pittsburgh.

Names of Directors.	Residences.
C. J. Schultz,	Pittsburgh.
John P. Beech,	Pittsburgh.
Joseph Keeling,	Pittsburgh.
Peter Haberman,	Pittsburgh.
John Nusser,	Pittsburgh.
F. Benz,	Pittsburgh.
Fred. Hampe,	Mount Oliver Post-office, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	1,664	00
Capital stock, amount subscribed,	83,200	00
Capital stock paid in by last report,	80,484	00
Capital stock, total amount now paid in,	81,064	00
Capital stock, number of shares issued,	1,664	
Capital stock, amount paid in on each share,	19	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1885, bear interest at eight per cent., which is payable semi-annually,) amount,	\$50,000	00
Second mortgage bonds, (bear interest at eight per cent., which is payable semi-annually,) amount,	5,000	00
Total amount now of funded debt,	\$55,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$833	33
Debt incurred for any other purpose, and for what: Taxes, bills payable, &c., \$2,550	2,550	00
The amount now of floating debt,		
Total amount now of floating and funded debt,	\$58,383	33
Funded debt as per last report,	\$54,000	00
Floating debt, as per last report,	4,894	18

CHARACTERISTICS OF ROAD.

Main Line.	FEET.	
	Whole length.	Length in Penn'a.
Length of main line,	1,600	1,600
Length of double main track,	1,600	1,600

Gauge.

What is the gauge of your lines? 5 feet.

Track.

Miles of steel rail in use, double track, 1,600 feet.
Weight of rail per yard, steel, 20 pounds.

Bridges and Trestles.

Wooden bridges, number of, 1; aggregate length, 115 feet.
Iron bridges, number of, 4; aggregate length, 182 feet.
Wooden trestles, number of: The whole road is on trestle;
aggregate length, 1,351 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pittsburgh, Virginia and Charlestown railroad, at Manor street.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Virginia and Charlestown railroad, under, at Manor street.

Stations.

Number of stations on main road, passenger, 2
Number engine-houses and shops in Pennsylvania, 1; total
number entire road, 1
How is track laid and on what foundation? Trestle.

Employees.

Average number of persons regularly employed by company, including officials, 6
Same in Pennsylvania, 6

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains, about, 28,000
Number of through passengers for the year on main road, 228,478
Number of passengers (all classes) carried in cars, 228,478
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 6½

Monthly Statement of Passengers (all classes,) carried in Cars.

January, 1879,	18,836	July, 1879,	21,881
February, 1879,	12,004	August, 1879,	21,718
March, 1879,	15,233	September, 1879,	21,149
April, 1879,	16,459	October, 1879,	22,017
May, 1879,	20,728	November 1879,	20,868
June, 1879,	20,018	December, 1879,	22,567

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	5 cents.
Fifty-trip tickets,	\$1 50
Fifty-four-trip school ticket,	1 00
Yearly ticket,	25 00

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$657 00		
February, 1879,	591 70		
March, 1879,	751 90		
April, 1879,	853 00		
May, 1879,	934 10		
June, 1879,	898 35		
July, 1879,	974 65		
August, 1879,	1,000 05		
September, 1879,	992 80		
October, 1879,	1,032 10		
November, 1879,	975 50		
December, 1879,	1,050 00		
Total,	\$10,710 65		
Total passenger earnings for the year,			\$10,710 65
Total freight earnings for the year,			11 35
Total earnings from all other sources,			127 50
Total earnings for the year,			\$10,849 50
Total receipts from all sources on whole length of line,			\$10,849 50
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania,			

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$3,188 00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	2,521 20
Total miscellaneous,	\$5,709 20

EARNINGS.

Passenger transportation, (local,)	\$10,722	00
Freight transportation, (local,) rents, sale of old rope,	127	50
Total,	\$10,849	50
Operating Expenses.		
Miscellaneous, \$5,709	20	
Total operating expenses,	5,709	20
Net earnings,	\$5,140	30

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$52,136 00

GENERAL BALANCE SHEET, DECEMBER 31, 1879.

DR.			
To cost of plane,	\$82,215	53	
To profit and loss,	4,177	19	
To Joseph Keeling,	75	00	
To Jacob Dressell's estate,	83	87	
To cash on hand,	945	74	
		\$87,497	33
CR.			
By bills payable,	\$600	00	
By capital stock, amount paid in,	81,064	00	
By bond and mortgages outstanding,	55,833	33	
		\$87,497	33

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, John P. Beech, secretary and treasurer of the Mount Oliver Incline Plane Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,) JOHN P. BEECH, *Treasurer and Secretary.*

Sworn and subscribed before me, this 18th day of February, A. D. 1880
CHAS. EVANS, *Notary Public.*

REPORT

OF THE

Mine Hill and Schuylkill Haven Railroad Company,
for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
Samuel Mason, President,	Germantown.
William Biddle, Secretary,	Germantown.
John W. Biddle, Treasurer,	Philadelphia.

General office at 220 South Fourth street, Philadelphia.

Names of Directors.	Residences.
Frederick Fraley,	Philadelphia.
James H. Cresson,	Philadelphia.
Samuel M. Bines,	Philadelphia.
John W. Biddle,	Philadelphia.
Benjamin H. Shoemaker,	Philadelphia.
William Hocker,	Philadelphia.
Alfred Jones,	Philadelphia.
Josiah Jones,	Philadelphia.
William Biddle,	Philadelphia.
John M. George,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$4,022,500	00
Capital stock authorized by votes of company,	4,022,500	00
Capital stock, amount subscribed,	4,022,500	00
Capital stock paid in by last report,	4,022,500	00
Capital stock, total amount now paid in,	4,022,500	00
Capital stock, number of shares issued, 80,450		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share, \$54 to \$56		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Schuylkill Haven to Locust Gap, . .	42½	
Length of double main track,	24	
Aggregate length of main line and branches,	66½	
Aggregate length of sidings,	71	
Aggregate length of main line, branches, leased roads, sidings, and other track,	187½	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, 64 and 68 lbs.

Bridges and Trestles.

Wooden bridges, number of, 78; aggregate length, . . . 2,114 feet.
Stone bridges, number of, 2; aggregate length, 32
Iron bridges, number of, 1; aggregate length, 90

The engines, car-shops, and road of this company were transferred to the Philadelphia and Reading Railroad Company, under lease of 12th of fifth month, (May,) 1864, for a period of nine hundred and ninety-nine years. All payments for maintaining this road and for working the same, for the repairs of engines and machinery, for salaries and wages connected therewith are made by the Philadelphia and Reading Railroad Company, by which company no report respecting the numerous particulars queried after is furnished this company.

JOHN W. BIDDLE,
Treasurer.

EARNINGS.

Rent of the road paid by the Philadelphia and Reading Railroad Company, eight per cent. of capital stock, . . . \$321,800 00

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 80,450 shares.

Rate and date of all cash dividends on stock of original and consolidated companies: The Mine Hill and Schuylkill Haven Railroad Company has paid during the year 1879, two dividends of three and a half per cent. each, in the first month, (January,) and the seventh month, (July,) \$140-787 50 each time.

Number and per cent. of dividends: Two dividends of three and a half per cent. each; total, \$2,815 75

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me Samuel Mason, president, and John W. Biddle, treasurer, of the Mine Hill and Schuylkill Haven Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) SAMUEL MASON, *President.*
JOHN W. BIDDLE, *Treasurer.*

Affirmed and subscribed before me, this 3d day of January, A. D. 1880.
N. R. HAINES, *Notary Public.*

REPORT

OF THE

Mill Creek and Mine Hill Navigation and Railroad Company, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
F. B. Gowen, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
Names of Directors.	
A. E. Borie,	Philadelphia.
John Ashhurst,	Philadelphia.
H. P. McKean,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
George F. Tyler,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$323,375	00
Capital stock, amount subscribed,	323,375	00
Capital stock paid in by last report,	323,375	00
Capital stock, total amount now paid in,	323,375	00
Capital stock, number of shares issued,	12,935	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

COST,

Total cost of entire road to date,	\$323,045	00
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CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mill Creek junction, at Palo Alto, to New Castle,	8.8	
Length of double main track,	8.8	
Branches.		
North America branch, from Mill Creek to town end, St. Clair,	Length of branch,	0.6
	Length of single track,	0.6
Crow Hollow branch, from Mill Creek to colliery No. 12,	Length of branch,	1.3
	Length of single track,	1.3
Jones' branch, from Mill Creek to colliery St. Clair,	Length of branch,	1.07
	Length of single track,	1.07
John's branch, from St. Clair to St. Clair,	Length of branch,	0.5
	Length of single track,	0.5
Aggregate length of main line and branches,		7.27
Aggregate length of sidings and other track not above enumerated,		12.702
Aggregate length of main line, branches, leased roads, sidings, and other track,		19.972

This road is leased to the Philadelphia and Reading Railroad Company. Date of lease, July 25, 1861, for the term of nine hundred and ninety-nine years. Annual rental, \$33,000.

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	19.342
Miles of steel rail in use,	0.63
Weight of rail per yard, iron and steel,	68 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	12
Iron bridges, number of, 2; aggregate length,	139½ feet.
Wooden trestles, number of, 10: aggregate length,	679 feet.

Stations.

Number of stations on main road, passenger, 4; freight, 2;	
total,	6
Number of wood and water stations on main road,	2

How is track laid, and on what foundation? Cross-ties, coal dirt and cinder ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	\$323,375 00
Rate and date of all cash dividends on stock of original and consolidated companies: 1879, January 18, five per cent.; 1879, July 15, five per cent.	
Number and per cent. of dividends: Two, of five per cent.,	32,337 50

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Franklin B. Gowen, president, and Peter C. Hollis, treasurer, of the Mill Creek and Mine Hill Navigation and Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)	F. B. GOWEN, <i>President.</i>
	P. C. HOLLIS, <i>Treasurer.</i>

Sworn and subscribed before me, this 29th day of January, A. D. 1880.
J. Y. HUMPHREY, *Notary Public.*

R E P O R T

OF THE

Mifflin and Centre County Railroad Company, for the
year ending December 31, 1879.

OFFICERS.

Names.	Residences.
Strickland Kneass, President,	Philadelphia.
Albert Hewson, Secretary and Treasurer,	Philadelphia.
General office at 233 South Fourth street, Philadelphia.	

Names of Directors.	Residences.
Josiah Bacon,	Philadelphia.
Alexander Biddle,	Philadelphia.
J. N. DuBarry,	Philadelphia.
G. W. Elder,	Lewistown, Pa.
John P. Grun,	Philadelphia.
John M. Kennedy,	Philadelphia.
Samuel Maclay,	Milroy, Pa.
James H. Mann,	Lewistown, Pa.
Wister Morris,	Philadelphia.
G. B. Roberts,	Philadelphia.
Thomas A. Scott,	Philadelphia.
Edmund Smith,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	167,775	00
Capital stock, amount subscribed,	167,775	00
Capital stock paid in by last report,	167,775	00
Capital stock, total amount now paid in,	167,775	00
Capital stock, number of shares issued,	3,353½	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1897, bear interest at six per cent., which is payable February 1 and August 1,) amount,	\$200,000	00
Total amount now of funded debt,	\$200,000	00
Total cash realized from capital stock and debt,	\$341,363	02

COST.

Total cost of entire road to date,	\$269,551	74
Average of same per mile of road laid,	21,564	14

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lewistown Junction to Milroy, . . .	12.42	12.42
Length of single main track,	12.42	12.42
Aggregate length of main line and branches,	12.42	12.42
Aggregate length of sidings and other track not above enumerated,	4.69	4.69
Aggregate length of main line, branches, leased roads, sidings, and other track,	17.11	17.11

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, in main track, 11.11
Miles of steel rail in use, in main track, 1.31
Weight of rail per yard, { Iron, 45 pounds.
 Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 17
Wooden bridges, number of, 16 ; aggregate length, . . . 1,342 feet.
Wooden trestles, number of, 1 ; aggregate length, . . . 48 feet.

Stations.

Number of stations on main road, passenger, 8 ; freight, 8 ;
total, 16
Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 1
Number of wood and water stations on main road, . . . 1
How is track laid, and on what foundation? White oak cross-ties, and stone ballast.

This road is leased and the returns are made by the Pennsylvania Railroad Company, to which company it is leased for nine hundred and ninety-nine years, from May 27, 1865.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 3,355½ shares, \$167,775 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Strickland Kneass, president, and Albert Hewson, treasurer, of the Mifflin and Centre County Railroad Company,

who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me this 6th day of February, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

R E P O R T

OF THE

*Muncy Creek Railway Company, for the year ending
December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Michael Meylert, President,	Laporte, Sullivan county.
R. Bruce Ricketts, Vice President,	Wilkes-Barre, Luzerne county.
James K. Boak, Secretary,	Hughesville, Lycoming county.
William Meylert, Treasurer,	Laporte, Sullivan county.
H. R. Merhling, General Superintendent,	Hughesville, Lycoming county.
General offices at Hughesville, Lycoming county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Hon. Benjamin S. Bentley,	Williamsport, Lycoming county.
Hon. Alfred H. Hill,	Hughesville, Lycoming county.
Hon. E. M. Dunham,	Laporte, Sullivan county.
Joseph Walton,	Philadelphia.
Henry E. Warner,	Wolf Run, Lycoming county.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock, amount subscribed,	129,450	00
Capital stock paid in by last report,	124,450	00
Capital stock, total amount now paid in,	124,450	00
Capital stock, number of shares issued, entitled to vote,	2,583	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.

First mortgage bonds, (due 1st September, 1891, bear interest at seven per cent., which is payable, semi-annually, 1st March and 1st September,) amount, authorized, . . . \$1,000,000

COST.

Total cost of entire equipment,	\$9,300	00
Average cost of equipment per mile of road operated by company, . .	1,550	00
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Halls Station to Bernice,	40	40
Length of single main track, (three fourths of a mile taken up and put on old track,)	6½	6½
Aggregate length of main line laid, (three fourths of a mile taken up,)	6½	6½
Aggregate length of sidings and other track not above enumerated,	1½	
Aggregate length of main line, sidings, and other track,	7½	
Length of track laid, if not completed,	6½	6½

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 6½
Weight of rail per yard, iron, 36, 43, & 56 lbs.

Bridges and Trestles.

Repaired bridge at Wolf's Run.
Wooden bridges, number of, 4 ; aggregate length, . . . 295 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth, 17
Number of crossings at which there are neither gates nor flagmen, 17
What regulations govern your employés in regard to these crossings?
Ring a bell or blow a whistle at all crossings.

Stations.

Number of stations on main road: Passenger and freight, 4
Number of engine-houses in Pennsylvania, 1 ; total number entire road, 1

Number of wood and water stations on main road, . . . 2

How is track laid, and on what foundation? Oak, chestnut, yellow pine
sills, ballasted track.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight, . . .	1	\$5,400	00
Number of first-class passenger cars,	1	2,500	00
Number of second-class passenger cars,	1	1,400	00

What kind of train brake is in use on your road? Ordinary brake, not
Westinghouse.

Average number of cars in passenger }
trains, including baggage cars, . . . } Blended trains, About 6

Average number of cars in freight trains, }

Employees.

Average number of persons regularly employed by com-
pany, including officials, 12

Same in Pennsylvania, All.

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	7,200
Number of miles run by freight trains,	7,200
Number of through passengers for the year on main road,	2,774
Number of passengers (all classes) carried in cars, . . .	2,774
Number of passengers carried one mile,	16,644
Number of passengers carried one mile in Pennsylvania, .	16,644
Number of tons of 2,000 pounds of through freight for the year on main road,	11,584
Number of tons of freight carried one mile,	69,504
Number of tons of freight carried one mile in Pennsylva- nia,	69,504
Gross amount of tonnage for the year, (2,000 pounds per ton,)	11,584
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by express trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	165.6	July, 1879,	180.4
February, 1879,	171.8	August, 1879,	141.6
March, 1879,	291.8	September, 1879,	270
April, 1879,	259.4	October, 1879,	308.4
May, 1879,	279.4	November, 1879,	239.8
June, 1879,	205.4	December, 1879,	260.4.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	624	Lumber,	9,281
Bituminous coal,	225	Other articles, { Hides,	264
Merchandise and manufactures, {	468 ⁵⁷ ₁₀₀	Leather,	445 ¹⁵ ₁₀₀
	274 ⁹¹ ₁₀₀		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	4 ¹ / ₈ cents.
For first-class way passengers,	4 ¹ / ₈ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	7 cents.
For through coal, per ton per mile,	6 ² / ₃ cents.
For local freight, per ton per mile,	7 cents.
For local coal, per ton per mile,	6 ² / ₃ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$32	25	\$10	65	\$42	90
February, 1879,	83	40	12	45	45	85
March, 1879,	59	85	17	70	77	55
April, 1879,	54	10	15	85	69	95
May, 1879,	58	00	16	85	74	85
June, 1879,	43	70	11	85	55	55
July, 1879,	35	25	12	85	48	10
August, 1879,	31	00	7	40	38	40
September, 1879,	46	70	25	00	71	70
October, 1879,	69	95	11	85	81	80
November, 1879,	51	55	14	20	65	75
December, 1879,	56	90	12	60	69	50
Total,	\$572	65	\$169	25	\$741	90

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$637	61	\$138	14	\$775	75
February, 1879,	366	44	205	95	572	39
March, 1879,	413	11	153	97	567	08
April, 1879,	528	63	156	90	685	53
May, 1879,	680	75	227	77	908	52
June, 1879,	494	24	318	22	807	46
July, 1879,	267	09	187	89	454	98
August, 1879,	246	51	150	14	396	65
September, 1879,	354	46	308	07	662	53
October, 1879,	219	39	233	39	452	74
November, 1879,	322	10	185	89	507	99
December, 1879,	195	79	175	46	371	25
Total,	\$4,726	12	\$2,436	79	\$7,162	91

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.	
January, 1879, . . .	. . . . .	. .	\$7	01	. . . . .	. . . . .	. .
February, 1879, . . .	. . . . .	. .	7	82	. . . . .	. . . . .	. .
March 31, 1879, . . .	\$65	21	9	05	. . . . .	. . . . .	. .
April, 1879, . . . . .	. . . . .	. .	12	48	. . . . .	. . . . .	. .
May, 1879, . . . . .	. . . . .	. .	11	59	. . . . .	. . . . .	. .
June 30, 1879, . . .	70	72	8	66	. . . . .	. . . . .	. .
July, 1879, . . . . .	. . . . .	. .	10	31	. . . . .	. . . . .	. .
August, 1879, . . . .	. . . . .	. .	10	38	. . . . .	. . . . .	. .
Sept. 30, 1879, . . .	74	08	9	31	. . . . .	. . . . .	. .
October, 1879, . . . .	. . . . .	. .	11	06	. . . . .	. . . . .	. .
November, 1879, . . .	. . . . .	. .	17	73	. . . . .	. . . . .	. .
December, 1879, . . .	. . . . .	. .	11	32	. . . . .	. . . . .	. .
Total,	\$210	01	\$126	72	. . . . .	. . . . .	. .

Total passenger earnings for the year,	\$741	90
Total freight earnings for the year,	7,162	91
Total earnings from all other sources: Express, \$126 72; mail, \$210 01; coal sold, \$18 06,	354	79
Old rails, scrap &c.,	545	86
Total receipts from all sources on whole length of line,	\$8,805	46
Proportion of earnings in Pennsylvania to earnings of whole line. All in Pennsylvania.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages, paid James Laird,	\$50	00
Passenger and freight-houses, engine-houses, car-sheds, wood and coal-sheds, and water-tanks, coal for fire, &c.,	28	06
Total,	\$78	06

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,132	29
New ties, 780,	173	00
Repairs of bridges,	155	25
Repairs of road, tools, spikes, including office repairs,	51	35
All other expenses for maintenance of way, Hauck's bill of sundries,	28	32
Total for maintenance of way,	1,540	41

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$20	01
Repairs of passenger, baggage, and mail cars,	45	42
Add for Froutz, \$9, and Van Buskirk, \$7 50,	16	50
Total for maintenance of motive power and cars,	\$81	93

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight departments, (no separate account kept,)	\$3,126	47
Wages of switchmen, signal-men, gate-keepers, and watchmen,	157	00
Fuel—number of cords of wood, 58½; cost,	58	50
Fuel—number of tons of coal, 225½; cost,	825	53
Oil and waste,	51	16
Stationery for office, stamps, &c.,	69	35
Damages to property, including damages by fire, (one dozen brooms burnt,)	2	00
Taxes, (payable June, 1880, for 1878 and 1879,) carrying mail,	85	00
Shoveling snow,	4	50
Refunding freight on lumber, bark, &c.,	537	94
Treasurer's account and office work,	300	00
Depot, grounds, &c.,	400	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	50	00
Total miscellaneous,	\$5,667	45

EARNINGS.

Passenger transportation, local,	\$169 25	} Total,	\$741 90
Passenger transportation, through,	592 65		
Freight transportation, local,	2,436 79	} Total,	7,162 91
Freight transportation, through,	4,726 12		
Mail service,			210 01
Express service,			126 72
Coal sold, \$18 06; old iron, scrap, and rails sold, \$545 86; total,			563 92
Total,			\$8,805 46
Operating Expenses.			
Maintenance of way and buildings,	\$1,540 21		
Maintenance of motive power and cars,	81 93		
Miscellaneous, \$5,667 45; road and equipments, \$78 06; total,	5,745 51		
Total operating expenses, being 13½ per cent of earnings,			\$7,367 65
Net earnings,			\$923 89
Earnings per mile of road operated,			\$1,283 93
Expenses per mile of road operated,			1,129 93
Net earnings,			\$923 89

Earnings,		\$8,805 46
Less rebate on freight,	\$537 94	
old rails, scrap, and iron sold,	545 86	
company's coal sold,	18 06	
		1,101 86
Actual earnings,		\$7,703 60
Operating expenses,	\$7,367 75	
Less refunding payments,	\$537 94	
Land damages paid, (old,)	50 00	
	\$587 94	
Actual expenses,		6,779 71
Net earnings, (over expenses,)		\$923 89

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.?

Philadelphia and Reading. They pay Northern Central railway one fifth of gross receipts.

What kind of business is done by them, and do you take their freights at the depot or at the office of such express companies? General business. We take their freight at Hall's Station, Junction of Muncy Creek railway with Philadelphia and Reading railroad.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general offices of said company or individuals, and amount paid to each? Car service to Philadelphia and Reading. (Reported.)

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No prices agreed upon. Mail twice daily, except Sundays, to be fixed *pro rata*, as per weight of mails. \$210 01 received and reported.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$124,450 00 paid.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	. . . . .	. . . . .	. . . . .	2
Others,
Total,	2	. . . . .	. . . . .	. . . . .	2

Statement of each Accident.

One accident at small bridge across Wolf Run, on 20th of August, 1879. A. H. Hill, conductor, arm broken ; J. P. H. Hill, brakeman, two ribs broken. Giving way of one of the cords of the bridge. Passenger car, (or baggage part of it,) fell through about eight feet.

STATE OF PENNSYLVANIA,)
County of Sullivan,) ss :

Personally appeared before me Michael Meylert, president of the Muncy Creek Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the earnings and expenditures, and so far as shown the condition and affairs of said company,

for the financial year ending December 31, A. D. 1880, according to the best of their knowledge and belief.

(Signed,) MICHAEL MEYLERT, *President.*

Sworn and subscribed before me this 8th day of March, A. D. 1880.

CHARLES F. SWEET, *Justice of the Peace.*

R E P O R T

OF THE

Mont Alto Railroad Company, for the year ending December 31 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
I. S. Waterman, President,	Philadelphia.
Thomas Beaver, Vice President,	Danville, Pa.
William J. Barr, Secretary and Treasurer,	Philadelphia.
George B. Wiestling, Chief Engineer, General Manager, and General Superintendent,	Mont Alto, Pa.
General offices at Mont Alto, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
L. S. Waterman,	Philadelphia.
Thomas Beaver,	Danville.
Thomas B. Kennedy,	Chambersburg.
George B. Wiestling,	Mont Alto.
Ed. B. Wiestling,	Mont Alto.
E. P. Dwight,	Philadelphia.
S. G. Merrick,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	110,000	00
Capital stock paid in by last report,	110,000	00
Capital stock, total amount now paid in,	110,000	00
Capital stock, number of shares issued, 4,400		
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

DEBT.

Funded Debt.		
First mortgage bonds, (due December 1, 1896, bear interest at seven per cent., which is payable June 1 and December 1,) amount,	\$125,000	00
Total amount now of funded debt,	\$125,000	00
Total amount now of floating and funded debt,	\$125,000	00
Funded debt as per last report, \$110,000 00		

COST.

Total cost of entire road to date,	\$303,383	00
Average of same per mile of road laid,	15,801	20
Proportion of same for Pennsylvania,	15,801	20
Total cost of entire equipment,	16,617	00
Average cost of equipment per mile of road operated by company,	865	46
Proportion of same for Pennsylvania,	865	46
Cost of road and equipment per mile,	16,666	66
Proportion of same for Pennsylvania,	16,666	66

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mont Alto to junction with Cumberland Valley railroad,	10 $\frac{1}{4}$	10 $\frac{1}{4}$
Length of single main track,	10 $\frac{1}{4}$	10 $\frac{1}{4}$
Branches.		
Waynesboro' Branch, from intersection to Waynesboro',	7 $\frac{5}{8}$	7 $\frac{5}{8}$
Length of branch,	7 $\frac{5}{8}$	7 $\frac{5}{8}$
Length of single track,	7 $\frac{5}{8}$	7 $\frac{5}{8}$
Aggregate length of main line and branches,	17 $\frac{1}{8}$	17 $\frac{1}{8}$
Aggregate length of sidings, and other track not above enumerated,	1 $\frac{33}{100}$	1 $\frac{33}{100}$
Aggregate length of main line, branches, leased roads, sidings, and other track,	19 $\frac{2}{10}$	19 $\frac{2}{10}$

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 19.2
Weight of rail per yard, iron, 50 and 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 12
Wooden bridges, number of, 11; aggregate length, 472 feet.
Wooden trestles, number of, 1; aggregate length, 456 feet.

Stations.

Number of stations on main road: Passenger, 7; freight, 5; total, 7
Number of stations on branches: Passenger, 5; freight, 3; total, 5
Number of engine-houses and shops in Pennsylvania, 2; total number entire road, 2
Number of wood and water stations on main road, 1
Number of wood and water stations on branches, 1

How is track laid, and on what foundation? Fish joints, oak cross-ties on broken stone and cinder ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight, 60,000 pounds,	1	\$12,767	00
Number of first and second-class passenger, baggage, mail, and express cars,	1	3,850	00

Employers.

Average number of persons regularly employed by company, including officials,	83
Same in Pennsylvania,	33

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of passengers (all classes,) carried in cars, . . .	20,810
Number of passengers carried one mile,	374,580
Number of passengers carried one mile in Pennsylvania, .	374,580
Number of tons of 2,000 pounds of through freight for the year on main road,	7,437
Number of tons of freight carried one mile,	248,974
Number of tons of freight carried one mile in Pennsylvania,	248,974
Gross amount of tonnage for the year, (2,000 pounds per ton,)	22,634
Average rate of speed adopted by ordinary passenger, trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	618	July, 1879,	6,460
February, 1879,	655	August, 1879,	3,009
March, 1879,	845	September, 1879,	1,580
April, 1879,	851	October, 1879,	2,090
May, 1879,	703	November, 1879,	1,311
June, 1879,	1,084	December, 1879,	1,604

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal,	7,372½	Agricultural products,	2,822½
Pig. railroad, and other iron or castings,	3,541½	Merchandise and manufactures,	2,205½
Iron and other ores,	4,570	Lumber,	2,121½

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers, about,	3 cents.
For first-class way passengers, about,	3 cents.
For second-class through passengers, about,	2 cents.
For second-class way passengers, about,	2 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and coal, per ton per mile, 2.2 cents.
For local freight and coal, per ton per mile, about, 3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$188 06
February, 1879,			195 87
March, 1879,			307 04
April, 1879,			344 58
May, 1879,			278 36
June, 1879,			482 50
July, 1879,			1,315 61
August, 1879,			1,602 07
September, 1879,			601 61
October, 1879,			323 49
November, 1879,			397 96
December, 1879,			540 20
Total,			\$6,577 35

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$572 31
February, 1879,			507 48
March, 1879,			870 48
April, 1879,			561 03
May, 1879,			674 96
June, 1879,			924 19
July, 1879,			627 28
August, 1879,			1,138 32
September, 1879,			1,078 24
October, 1879,			1,215 82
November, 1879,			824 58
December, 1879,			1,077 69
Total,			\$10,067 35

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
March, 1879,	\$141 87			\$141 87
June, 1879,	141 87	\$86 24		228 11
July, 1879,		20 03		20 03
August, 1879,		20 56		20 56
September, 1879,	141 87			141 87
December, 1879,	141 87			141 87
Total,	\$567 48	\$126 83		\$694 31

Total passenger earnings for the year,	\$6,577	35
Total freight earnings for the year,	10,067	35
Total earnings from all other sources,	694	31
Total earnings for the year,	\$17,339	01
Total receipts from all sources on whole length of line,	\$17,339	01
Proportion of earnings for Pennsylvania to earnings of whole line, . .	17,339	01

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$4,511	63
Repairs of bridges,	114	09
Total for maintenance of way,	\$4,625	72
Cost per mile of road kept in repair,	\$240	92
Proportion for Pennsylvania,	240	92

Cost of Maintenance of Motive Power and Cars.

Repairs of machinery,	\$121	00
Total for maintenance of motive power and cars,	\$121	00
Cost per mile of road operated,	\$6	30
Proportion for Pennsylvania,	6	30

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight department, wages of switchmen, signal-men, gate-keepers, and watchmen,	\$3,197	68
Fuel—number of cords of wood, 687; cost \$3 10, including preparing,	2,129	96
Fuel—number of tons of coal, 602; cost,	2,409	51
Oil and waste,	339	97
Telegraph expenses,	130	94
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	315	03
Total miscellaneous,	\$8,523	09
Amount per mile of road operated,	\$443	91
Proportion for Pennsylvania,	443	91
Total expenditures for operating the road,	13,269	81
Expenses per mile of the road operated,	691	13
Expenses per mile of single track operated, not including sidings, . .	742	36

EARNINGS.

Passenger transportation, local and through,	\$6,577	35
Freight transportation, local and through,	10,067	35
Mail service,	567	48
Express service,	126	83
Total,	\$17,839	01
Operating Expenses.		
Maintenance of way and buildings,	\$4,625 72	
Maintenance of motive power and cars,	121 00	
Miscellaneous,	8,523 09	
Total operating expenses, being 76½ per cent. of earnings,	13,269	81
Net earnings,	\$4,069	20
Earnings per mile of road operated,	\$903	07
Expenses per mile of road operated,	691	13
Net earnings,	\$212	94

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express. Settled through C. V. R. R. Company, at a rate per one hundred pounds, according to distance.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$567 48, for carrying the mail once each way per day, Sundays excepted.

STOCK AND DIVIDENDS

Amount of common stock now outstanding, \$110,000 00

STATE OF PENNSYLVANIA,) ss:
County of Philadelphia,)

Personally appeared before me, I. S. Waterman, president, and William J. Barr, treasurer, of the Mont Alto Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) I. S. WATERMAN, *President.*
WM. J. BARR, *Treasurer.*

Sworn and subscribed before me, this 24th day of March, A. D. 1880.
J. J. BUCHEY, *Notary Public.*

R E P O R T
OF THE
*Nesquehoning Valley Railroad Company, for the year
ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. B. Moorhead, President,	Philadelphia.
C. F. Howell, Secretary and Treasurer,	Philadelphia.

General Offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George Whitney,	Philadelphia.
Samuel Mason,	Philadelphia.
F. R. Cope,	Philadelphia.
E. W. Clarke,	Philadelphia.
I. V. Williamson,	Philadelphia.
George F. Tyler,	Philadelphia.
T. C. Henry,	Philadelphia.
Henry Handy,	Philadelphia.
John W. Thomas,	Philadelphia.
William P. Cresson,	Philadelphia.
P. C. Garrett,	Philadelphia.
William C. Ludwig,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock authorized by votes of company,	1,300,000	00
Capital stock, amount subscribed,	1,300,000	00
Capital stock paid in by last report,	1,300,000	00
Capital stock, total amount now paid in,	1,300,000	00
Capital stock, number of shares issued, 26,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Floating Debt.</i>		
The amount now of floating debt,	\$97,143	53
Floating debt as per last report,	\$97,794	53

COST.

Total cost of entire road to date,	\$1,397,297 42
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CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tamanend to Nesquehoning Junction,		16 ¹ / ₂
Length of single main track,		16 ¹ / ₂
Length of double main track,		6 ¹ / ₁₀
Branches.		
Tunnel branch, from Hauto to Lansford, length of single track,		1 ¹ / ₁₀
Aggregate length of sidings and other track not above enumerated,		4
Aggregate length of main line, branches, leased roads, sidings, and other track,		28 ¹ / ₁₀

Gauge.

What is the guage of your lines ? 4 feet 8¹/₂ inches.

Bridges and Trestles.

Wooden bridges, number of, 12; aggregate length, . . . 1,532 feet.

Stations.

Number of stations on main road, passenger and freight, . 12
Number of wood and water stations on main road, . . . 4
Number of tunnels, 1; aggregate length, 3,800 feet.

How is track laid and on what foundation? Ordinary track, on ballast.

Average number of cars in passenger trains, including baggage cars, 3

Average number of cars in freight trains: Merchandise, 40; coal, 130

Average weight of passenger trains, including locomotive and tender, in working order, 120 tons.

EARNINGS.

Rental paid by the Lehigh Coal and Navigation Company, as per terms of lease, \$130,000

This road was operated by the Lehigh Coal and Navigation Company under a lease of nine hundred and ninety-nine years, until April 1, 1871, when the lease of the main line was transferred to the Central railroad of New Jersey.

All returns not answered in this report are included in the annual return of the Lehigh and Susquehanna railroad, owned by the Lehigh Coal and Navigation Company and leased to the Central railroad of New Jersey.

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding: 26,000 shares, \$1,300,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: March, 1879, and September 1, 1879, ten per cent. per annum.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, J. B. Moorhead, president, and C. F. Howell, treasurer, of the Nesquehoning Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

J. B. MOORHEAD, *President.*
C. F. HOWELL, *Treasurer.*

Sworn and subscribed before me this 28th day of February, A. D. 1880.
W. C. ALDERSON, *Notary Public.*

R E P O R T

OF THE

*New Castle and Beaver Valley Railroad, operated by
Pennsylvania Company, for the year ending Decem-
ber 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
J. N. McCullough, First Vice President,	Pittsburgh.
William Thaw, Second Vice President,	Pittsburgh.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh.
J. D. Layng, General Manager,	Pittsburgh.
C. S. Sims, Secretary,	Philadelphia.
William H. Barnes, Treasurer,	Pittsburgh.
J. T. Brooks, General Counsel,	Pittsburgh.
F. Slataper, Chief Engineer,	Pittsburgh.
William Stewart, General Freight Agent,	Pittsburgh.
F. R. Myers, General Passenger Ticket Agent,	Chicago, Illinois.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Homewood to New Castle,	14.982	14.982
Length of single main track,	14.982	14.982
Aggregate length of main line and branches,	14.982	14.982
Aggregate length of sidings and other track not above enumerated,	6.338	6.338
Aggregate length of main line, branches, leased roads, sidings, and other track,	21.820	21.820

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Tr ck.

Miles of iron rail in use,	8.045
Miles of steel rail in use,	18.275
Weight of rail per yard, { Iron,	60 pounds.
Steel,	60 pounds

Bridges and Trestles.

Number of bridges and trestles on whole line,	9
Wooden bridges, number of, 3; aggregate length, . . .	802 feet.
Stone bridges, number of, 5; aggregate length,	263.8 feet.
Iron bridges, number of, 1; aggregate length,	19 feet.

Crossings.

What railroads cross your road, either over or under your grade in this Commonwealth, and where? Pittsburgh and Lake Erie railroad, at Mahoningtown, Pennsylvania.

Stations.

Number of stations on main road: Passenger, 9; freight, 5;	
total,	9
Number of engine-houses and shops in Pennsylvania, 1;	
total number entire road,	1
Number of wood and water stations on main road, . . .	2
How is track laid, and on what foundation? Track is laid a part with common fish-joint connection, and a portion with the double angle fish-joint. Ballasted with coarse gravel and furnace cinder.	
Average number of cars in passenger trains, including baggage cars,	8.04
Average number of cars in freight trains,	10.09
Average weight of passenger trains, including locomotive and tender, in working order, empty,	105 tons.

Average weight of freight trains, including locomotive and tender, in working order, 217 tons.

Employees.

Average number of persons regularly employed by company, including officials, 114
Same in Pennsylvania, 114

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 88,380
Number of miles run by freight trains, 155,888
Number of passengers (all classes) carried in cars, 103,673
Number of passengers carried one mile, 1,043,826
Number of passengers carried one mile in Pennsylvania, . . 1,043,826
Number of tons of 2,000 pounds of through freight for the year on main road, 8,947
Number of tons of freight carried one mile, 11,538,948
Number of tons of freight carried one mile in Pennsylvania, 11,538,948
Gross amount of tonnage for the year, (2,000 pounds per ton,) 1,004,916
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 25
Average rate of speed adopted by express trains, including stops, (miles per hour,) 25
Average rate of speed adopted by freight trains, including stops, (miles per hour,) 15

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	7,521	July, 1879,	9,128
February, 1879,	7,244	August, 1879,	8,662
March, 1879,	8,411	September, 1879,	10,759
April, 1879,	8,339	October, 1879,	13,979
May, 1879,	7,149	November, 1879,	7,382
June, 1879,	7,110	December, 1879,*	8,008

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Coke,	229,911	Agricultural products,	11,214
Anthracite coal,	128	Merchandise and manufactures,	36,955
Bituminous coal,	248,575	Live stock,	10,405
Petroleum and other oils,	916	Provisions and other articles,	2,870
Pig iron,	80,572	Lumber,	11,893
Railroad iron,	2,806	Other articles,	25,058
Other iron or castings,	26,408		
Iron and other ores,	233,473		1,004,916
Stone and lime,	84,232		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class way passengers, 3 cents.

* Estimated.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and coal, per ton per mile, 1⁸⁴/₁₀₀₀ cents.
For local freight and coal, per ton per mile, 1⁸⁷/₁₀₀₀ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$2,430	44	\$2,430	44
February, 1879,	2,301	93	2,301	93
March, 1879,	2,610	72	2,610	72
April, 1879,	2,736	73	2,736	73
May, 1879,	2,359	28	2,359	28
June, 1879,	2,413	65	2,413	65
July, 1879,	2,975	92	2,975	92
August, 1879,	3,170	47	3,170	47
September, 1879,	3,510	37	3,510	37
October, 1879,	3,911	97	3,911	97
November, 1879,	2,579	64	2,579	63
December, 1879,	3,079	86	3,079	86
Total,	\$34,080	93	\$34,080	93

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$154	04	\$11,898	81	\$12,052	85
February, 1879,	168	71	11,976	75	12,145	46
March, 1879,	233	27	14,136	40	14,369	67
April, 1879,	202	57	10,243	87	10,446	44
May, 1879,	208	63	15,781	99	15,990	62
June, 1879,	143	82	17,730	42	17,873	74
July, 1879,	169	01	18,376	44	18,545	45
August, 1879,	173	68	20,074	26	20,247	94
September, 1879,	157	44	24,083	86	24,241	30
October, 1879,	214	91	23,928	05	24,142	96
November, 1879,	208	85	21,586	68	21,795	53
December, 1879,*	167	00	23,698	84	23,865	84
Total,	\$2,201	43	\$213,515	87	\$215,717	30

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1879,	\$149	45	\$263	77	\$13	24	\$426 46
February, 1879,	149	45	239	83	13	57	402 85
March, 1879,	149	45	166	46	14	74	330 65
April, 1879,	149	45	197	78	12	64	359 87
May, 1879,	149	45	351	00	14	19	514 64
June, 1879,	149	45	325	00	18	31	492 76
July, 1879,	149	45	351	00	15	97	516 42
August, 1879,	149	45	338	00	15	11	502 56
September, 1879,	149	45	338	00	13	36	500 81
October, 1879,	149	45	351	00	12	84	513 29
November, 1879,	149	45	349	35	19	89	518 69
December, 1879,*	149	45	351	00	18	00	518 45
Total,	\$1,793	40	\$3,622	19	\$181	86	\$5,597 45

* Estimated.

Total passenger earnings for the year,	\$34,080	93
Total freight earnings for the year,	215,717	30
Total earnings from all other sources,	5,597	45
Total earnings for the year,	\$255,395	68
Total receipts from all sources on whole length of line,	\$255,395	68
Proportion of earnings in Pennsylvania to earnings of whole line, . .	255,395	68

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$44,986	19
New iron rails,	70	99
New steel rails, number of tons, 715,111 $\frac{1}{2}$	14,235	54
Repairs of bridges,	15,152	59
Repairs of buildings and fixtures,	1,983	81
All other expenses for maintenance of way,	729	92
Total for maintenance of way,	\$77,059	04
Cost per mile of road kept in repair,	\$5,143	44
Proportion for Pennsylvania,	77,059	04

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$5,012	28
Repairs of machinery,	346	12
Repairs of passenger, baggage, and mail cars,	2,800	62
Repairs of freight cars,	4,707	49
All other expenses for maintenance of motive power and cars,	3,485	86
Total for maintenance of motive power and cars,	\$15,852	37
Cost per mile of road operated,	\$1,058	09
Proportion for Pennsylvania,	15,852	37

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$6,342	04
Salaries, wages, and incidentals chargeable to freight department, . .	23,874	67
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	1,887	17
Fuel—wood,	592	89
Fuel—coal,	6,216	34
Oil and waste,	974	60
Damages for injuries to persons,	252	99
Damages for loss of goods and baggage,	158	35
Taxes,	1,768	68
Telegraph expenses,	1,559	04
Amount paid other corporations or individuals for use of all other cars,	14,413	20
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	3,736	00
Total miscellaneous,	\$61,276	97
Amount per mile of road operated,	\$4,090	04
Proportion for Pennsylvania,	61,276	97
Total expenditures for operating the road,	154,188	38
Expenses per mile of the road operated,	10,291	57
Expenses per mile of single track operated, not including sidings, . .	10,291	57
Expenses per train mile,		79.38
Proportion for Pennsylvania,	154,188	38

EARNINGS.

Passenger transportation, local,		\$34,080	93
Freight transportation, local,	\$218,515 87	215,717	30
Freight transportation, through,	2,201 48		
Mail service,		1,793	40
Express service,		3,622	19
All other sources of income,		181	86
Total,		\$255,895	68
Operating Expenses.			
Maintenance of way and buildings,	\$77,059 04		
Maintenance of motive power and cars,	15,852 37		
Miscellaneous,	61,276 97		
Total operating expenses, being 60.37 per cent of earnings,		\$154,188	38
Net earnings,		101,207	30
Rental paid lessor company,		102,164	25
Deficit,		\$956	95
Earnings per mile of road operated,		\$17,046	83
Expenses per mile of road operated,		10,291	57
Net earnings,		\$6,755	26

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. We receive forty per cent. of their gross receipts over this road on money and general freight business, and seventy per cent. on oyster business. The Pennsylvania Company operating this road, furnish the cars and keep them in repair.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? The so-called Union Line which operates over this road is owned by the Pennsylvania Company itself.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,793 40.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,
Others,	2	.	2
Total,	2	.	2

Statement of each Accident.

July 1. New Castle; L. Eagen crawled under moving car; leg bruised and cut.

November 5. New Castle; George Ashton, coupling cars; fingers crushed.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, third vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating New Castle and Beaver Valley railroad, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) THOS. D. MESSLER,
Third Vice President.
J. P. FARLEY, Auditor.

Sworn and subscribed before me, this 4th day of February, A. D. 1880.
FRANK SEMPLE, Notary Public.

REPORT

OF THE

New Castle and Beaver Valley Railroad Company, for
the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
A. L. Crawford, President,	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer,	New Castle, Pa.

Names of Directors.	Residences.
William L. Scott,	Erie, Pa.
R. W. Cunningham,	New Castle, Pa.
William Patterson,	New Castle, Pa.
William Harbaugh,	Sewickley, Pa.
G. W. Crawford,	New Castle, Pa.
J. D. Layng,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$700,000	00
Capital stock authorized by votes of company,	700,000	00
Capital stock, amount subscribed,	700,000	00
Capital stock paid in by last report,	605,000	00
Capital stock, total amount now paid in,	605,000	00
Capital stock, number of shares issued,	14,000	
Capital stock, amount paid in on each share: 12,000 shares, \$50; 2,000 shares, \$2 50.		
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$852,632	96
Average of same per mile of road laid,	56,956	00
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle to Homewood,	14.97	14.97
Length of single main track,	14.97	14.97
Aggregate length of sidings and other track not above enumerated: About,	4.75	4.75
Aggregate length of main line, sidings, and other track,	19.72	19.72

Gauge.

What is the gauge of your lines, 4 feet 9 inches.

Track.

Miles of iron rail in use, about	6.72
Miles of steel rail in use, about . . . . .	.13
Weight of rail per yard, { Iron, about	56 pounds.
{ Steel, about	60 pounds.

Bridges and Trestles.

Number of bridges on whole line,	8
Wooden bridges, number of, 3; aggregate length,	817 feet.
Stone bridges, number of, 5; aggregate length,	300 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Lake Erie, at Mahoningtown.

Stations.

Number of stations on main road, passenger and freight, .	7
Number of wood and water stations on main road, . . .	2

How is track laid, and on what foundation? Oak cross-ties, on cinder and gravel ballast.

For answer to all interrogatories not herein answered, we would respectfully refer you to the report of the Pennsylvania Company, operating this road under a lease for ninety-nine years, from July 1, 1865; this company receiving as rental forty per cent. of the gross earnings.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Passenger and freight houses, bridges, &c., \$18,557 97

MISCELLANEOUS.

Taxes,	\$4,550	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	2,365	38
Total miscellaneous,	\$6,915	38

EARNINGS.

Rent of road for twelve months ending October 31, 1879,	\$95,268	62
All other sources of income,	10,173	75
Total,	\$105,442	37

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$700,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1879, three and one half per cent.; April 1, 1879, three and one half per cent.; July 1, 1879, three and one half per cent.; October 1, 1879, two and one half per cent.

Number and per cent. of dividends: Four, aggregating thirteen per cent.		
Amount paid in dividends,	\$91,000	00

STATE OF PENNSYLVANIA, } ss:
County of Lawrence, }

Personally appeared before me, A. L. Crawford, president, and J. A. Crawford, treasurer, of the New Castle and Beaver Valley Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) A. L. CRAWFORD, *President.*
J. A. CRAWFORD, *Treasurer.*

Affirmed and subscribed before me this 31st day of December, A. D. 1879.
GEORGE W. VEACH, *Notary Public.*

REPORT

OF THE

New Castle Railroad and Mining Company, for the
year ending December 31, 1879.

OFFICERS.		
<i>Names.</i>	<i>Residences.</i>	
John Rhodes, President,	Pittsburgh, Pa.	
George Pearson, Vice President,	New Castle, Pa.	
T. F. Stryker, Secretary,	New Castle, Pa.	
<i>Names of Directors.</i>	<i>Residences.</i>	
John Rhodes,	Pittsburgh, Pa.	
George Pearson,	New Castle, Pa.	
R. H. Peebles,	New Castle, Pa.	
D. M. Kessinger,	New Castle, Pa.	
George C. Ries,	Lately removed to Dakota.	

The New Castle Railroad and Mining Company being a mining company, with a railroad to carry their coal mined, the books of the company do not exhibit the work done in a manner so as to enable a full report of the kind called for in the following enumeration of items.

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	2,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.		
Funded Debt.		
* First mortgage bonds, (due September 24, A. D. 1880, bear interest at six per cent., which is payable semi-annually, March and September, amount,	\$2,000	00
Total amount now of funded debt, (bonds issued December 26, 1879,)	\$2,000	00
Floating Debt.		
Unfunded debt, incurred for construction equipment, or purchase of property,	\$9,924	44
The amount now of floating debt,	9,924	44
Total amount now of floating and funded debt,	\$11,924	44
Funded debt as per last report,	\$7,914	44

* These bonds were issued December 26, 1879.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of single main track,	4	4

Gauge.

What is the gauge of your lines? 3½ feet.

Track.

Miles of iron rail in use, 11
Weight of rail per yard, iron, 35 pounds.

Bridges and Trestles.

Wooden bridges, number of, 2; aggregate length, 168 feet.
Wooden trestles, number of, 12; estimated, 1,400 feet.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 15 tons weight,	1 }	\$3,000	00
Number of first-class passenger cars,	2 }	120,000	00
Number of coal, ore, and stone cars,	62 }		

DOINGS OF THE YEAR.

* Gross amount of tonnage for the year, (2,000 pounds per ton.) from January 1 to September 1, 1879, 9,475
Average rate of speed adopted by freight trains, including stops, (miles per hour,) 6

STATE OF PENNSYLVANIA, }
County of Lawrence, } ss :

Personally appeared before me, D. M. Kessinger, secretary *pro tem.*, of the New Castle Railroad and Mining Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) D. M. KESSINGER, *Secretary pro tem.*

Sworn and subscribed before me, this 21st day of January, A. D. 1880.
J. P. LESLIE, *Alderman.*

*This company has not mined any coal since the 31st day of August, 1879.

REPORT

OF THE

New York, Lake Erie and Western Railroad Company,
for the year ending September 30, 1879.

STATE OF NEW YORK, }
New York county, } ss:

Bird W. Spencer, treasurer, and Edmund S. Bowen, acting superintendent of operations of the New York, Lake Erie and Western Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct according to the best of his knowledge, information, and belief.

(Signed) BIRD W. SPENCER,
E. S. BOWEN.

Subscribed and sworn to before me this 23d day of December, 1879.
(Signed) C. G. BARBER, Notary Public.

STOCKS AND DEBTS.

Floating debt, as by last report, consisting of loans,	\$400,000	00
The amount now of floating debt; consisting of loans on bills payable,	*482,763	51
Average rate, per annum, of interest on funded debt for the year,		
About seven per cent.		

NOTE.—The above statements of “funded” and “floating” debt do not include past due coupons and other current accounts, payable for supplies, labor, and traffic balances, or any liabilities, other the principal of such funded debt, (as far as ascertained,) and loans and bills payable.

*Of this amount, \$76,500 consists of notes given for the purchase of real estate, and are secured by mortgage thereon.

CAPITAL STOCK.

The capital stock of this company, fixed by its articles of association, is as follows:		
Common stock,	\$78,000,000	00
Preferred stock,	8,536,900	00
	\$86,536,900	00
Under the plan of the re-organization, forming part of its articles of association, the capital stock of this company was to be issued in exchange at par for stock of the Erie Railroad Company, upon the payment of certain specified assessments.		
Up to the 30th of September, 1879, these assessments had been paid upon the following amounts of stock, viz:		
Common stock,	\$77,107,700	00
Preferred stock,	8,146,700	00
	\$85,254,400	00

Of this, there has been issued in exchange for stock of the Erie Rail- way Company:		
Common stock,	\$24,997,100 00	
Preferred stock,	2,151,700 00	
		\$27,148,800 00
And there is held waiting exchange:		
Common stock,	\$52,110,600 00	
Preferred stock,	5,995,000 00	
		58,105,600 00
Stock of this company unissued and subject to disposition in accord- ance with its articles of association:		
Common stock,	\$892,300 00	
Preferred stock,	890,200 00	
		1,782,500 00
Total,		\$86,536,900 00

FUNDED DEBT.

This company acquired the road and franchises of the Erie Railway Company, subject to the mortgages existing thereon, as follows, viz:		
First mortgage bonds, mature May 1, 1897,	\$2,482,000 00	
Second mortgage bonds, mature September 1, 1879,	2,174,000 00	
Third mortgage bonds, mature March 1, 1883,	4,852,000 00	
Fourth mortgage bonds, mature October 1, 1890,	2,937,000 00	
Fifth mortgage bonds, mature June 1, 1888,	709,500 00	
Buffalo branch mortgage bonds, mature July 1, 1891,	182,600 00	
Consolidated mortgage bonds, mature September 1, 1920,	16,656,000 00	
		\$29,993,100 00
Which mortgage debts are included by this company in this state- ment of its funded debt, for reasons which appear above.		
The company has agreed to extend the second mortgage bonds above described, for forty years, with interest, at five per cent. per annum.		
Pursuant to its articles of incorporation, this company has created a funded debt, as follows, viz:		
First consolidated funded coupon bonds, mature Sep- tember 1, 1920, (as far as ascertained,)	\$3,688,001 10	
Second consolidated mortgage bonds, mature December 1, 1969,	24,400,000 00	
Second consolidated funded coupon bonds, mature De- cember 1, 1969,	8,597,400 00	
		36,685,401 10
These bonds, together with \$508,008, income bonds, are in the pro- cess of issue, in accordance with the company's articles of association, and the plan of re-organization.		
		\$66,678,501 10

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
For graduation and masonry,	\$4,449	87	\$29,592	75
For bridges,	2,289	08	6,985	94
Superstructure, including iron (and steel,)	24,177	87	199,211	47
Passenger and freight stations, buildings, and fixtures,	824	39	57,898	18
Engine and car-houses, machine-shops, machinery, and fixtures,	878	15	125,049	20
Land, land damages, and fences,	157	50	128,948	50
Locomotives and fixtures, and snow-plows,			837,464	73
Passenger and baggage cars,			24,452	85
Freight and other cars,	85	00	4,756	81
Engineering and agencies,			4,864	38
Third rail, east of Waverly,	542,801	40	1,435,778	60
Elevator at Buffalo,			127,295	17
Second track,			705,688	08
Ship-basin and docks at Jersey City,			100,512	79
Telegraph,			1,611	75
Water transportation, New York harbor,			37,059	98
Incidentals,			768	09

The total "cost of road and equipment" cannot as yet be ascertained and reported. The above statement includes only the cost of improvements made by the company, to the 30th September, 1879, chargeable to this account.

CHARACTERISTICS OF ROAD.

Length of road, main line, from Jersey City to Dunkirk,	460.029 miles.
Miles of track laid with steel rails,	919.250 miles.
Weight of rail per yard on main track,	63 pounds.
Gauge of track, 6 feet, and 4 feet 8½ inches.	
Number of engine-houses,	46
Number of engine-shops,	16
Number of engines : In good condition, 365 ; in fair condition, 108 ; in bad condition, 31 ; total,	504
Number of first-class passenger cars,	255
Number of second-class and emigrant passenger cars,	68
Number of baggage, mail, and express cars,	93
Number of freight cars (all classes) owned and under lease, (rated as eight-wheel cars,)	16,585
Number of service cars, (rated as eight-wheel cars,)	111

Number of Miles of Road Owned, Leased, and Operated.

Length of main line in New York State,	387.792 miles.
Length of main line out of New York State,	72.237 miles.
Total length of main line,	460.029 miles.
Length of road, (main line and branches,) in New York State,	735.732 miles.
Length of road, (main line and branches,) out of New York State,	192.360 miles.
Total length of road, (main line and branches,)	928.092 miles.

MILES OF TRACK OWNED, LEASED, AND OPERATED.

	MAIN LINE JERSEY CITY TO DUNKIRK.						BRANCHES.					
	First Track.	Second Track.	Side Track.	Third Rail.		Total Track.	First Track.	Second Track.	Side Track.	Third Rail.		Total Track.
				Main Track.	Side Track.					Main Track.	Side Track.	
<i>Eastern Division.—Owned.</i>												
New York Main Line, (Suffern, New York, to Port Jervis, New York.)	53.143	54.143	20.944	112.306	19.400	190.323	17.979		1.057			20.037
New York, Piermont branch, (Suffern to Piermont.)							13.730		2.324			20.055
New York, Newburgh branch, (Greycourt to Newburgh.)												
<i>Leased.</i>												
New Jersey, Paterson and Hudson River railroad, and Paterson and Ramapo railroad, 20,000, New York, Union railroad, (Jersey City, New Jersey, to Suffern, New York.)	20.333	20.333	59.235	61.779	43.403	167.179	10.250		1.400			11.650
New York, Montgomery and Erie railway, (Goshen to Montgomery, New York.)							11.000		.841			11.842
New York, Goshen and Deckerton railroad, (Goshen to Pine Island.)							12.000		1.473			14.222
New York, Newburgh and New York railroad, (Greenwood junction, New York, to Vails Gate junction, New York.)							10.300		2.191	10.000		13.946
New Jersey, Paterson, Newark and New York railroad, (Paterson, New Jersey, to Newark, New Jersey.)							5.619	1.401	2.700			9.720
<i>Operated.</i>												
New Jersey, Newark and Hudson river railroad, (Berg junction to Newark, New Jersey.)							2.313		4.700			6.100
New Jersey, Weehawken branch, (east end tunnel to Delaware and Hudson Coal Company docks.							1.700		.900			2.700
New Jersey, New York, and F. and Sec. RR., D. and H. C. Co.'s docks, (Weehawken to stock-yards at Oak Cliff, New Jersey.)							20.004					20.004
New York, N. RR. of New Jersey, 12.96, Nayack and Nor. RR., 4.319, junction, New Jersey, at Bergen to Nayack, New York.												
Total.	97.033	97.000	71.949	174.086	63.619	369.657	119.406	1.401	34.423	10.000	2.073	161.336

<i>Delaware Division.—Owned.</i>												
New York Main Line, (Pt. Jervis, New York, to Susquehanna, Pennsylvania.)	102,807	91,523	40,000	196,440	25,913	251,196						
Pennsylvania, 72,600, New York, 21,277, Pennsylvania.												
<i>Leased.</i>												
Pennsylvania, Hawley branch, (Lackawanna, Pennsylvania, to Hawley, Pennsylvania.)							18,813		7,411			22,024
Pennsylvania, Honesdale, (Hawley, Pennsylvania, to Honesdale, Pennsylvania.)							2,105		2,402			10,405
Pennsylvania, J. I. Person Mt., (Lanesboro, Pennsylvania, to Carbondale, Pennsylvania.)							26,620		11,620	20,976	4,011	65,729
Total,	102,807	91,523	40,000	196,440	25,913	251,196	60,423		21,423	20,976	4,011	102,429
<i>Susquehanna Division.—Owned.</i>												
New York, 129,064, 10,670, Pennsylvania.	129,064	*129,024	15,241	*200,843	20,244	406,636						
Main Line, (Susquehanna to Honesdale,)												
<i>Western Division.—Owned.</i>												
New York old Main Line, (Hornellville to Dunkirk,)	129,205		16,853	2,766	9,300	102,124						
<i>Leased.</i>												
New York, Buffalo, Bradford and Pittsburgh branch, (from Carleton to Gillesville, New York, 7,608, Pennsylvania, 16,161,)							25,976		7,919			22,895
Total,	129,165		16,853	2,766	9,300	102,124	25,976		7,919			22,895
<i>Buffalo Division.—Owned.</i>												
New York, Buffalo branch, being present main line between Hornellville, New York, and Attica, New York,							99,845		21,848	72,005	10,105	141,304
<i>Leased.</i>												
New York, Buffalo and New York East river railroad, (Attica, New York, to Buffalo, New York,)							21,246		44,927	61,434	26,742	154,819
New York Suspension Bridge and Erie junction, (East Buffalo to Suspension Bridge, New York,)							22,377		11,324	22,377	9,070	50,674
<i>Operated.</i>												
New York, Erie and International railroad, (Main street bridge to International Bridge,)							4,267		2,114			6,371
Total,							118,430		79,206	156,316	65,978	252,029
<i>Rochester Division.—Leased.</i>												
New York, Buffalo, New York Painted Post to Avon,							274,306		16,020			290,326
New York and Erie railroad, } Avon to Attica,							24,497		4,653			29,150

	MAIN LINE JERSEY CITY TO DUNKIRK.						BRANCHES.					
	First Track.	Second Track.	Side Track.	Third Rail.		Total Track.	First Track.	Second Track.	Side Track.	Third Rail.		Total Track.
				Main Track.	Side Track.					Main Track.	Side Track.	
New York, Rochester and Genesee Valley railroad, (Avon to Rochester,) . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	18.261	. . . . .	5.892	. . . . .	. . . . .	24.155
New York, Avon, Genesee and Mt. Morris railroad, (Avon to Mt. Morris,) . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	17.561	. . . . .	1.956	. . . . .	. . . . .	19.517
Total, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	144.525	. . . . .	27.921	. . . . .	. . . . .	172.446
Grand totals all divisions,	460.029	318.490	223.253	653.110	153.170	1,404.912	468.083	45.384	171.250	206.199	71.061	823.337

* One mile of third track between Elmira and fair grounds.
† Includes one mile third rail in above.
‡ Third rail is reduced to equivalent single track in totals.
§ 228 miles of this belongs to Buffalo run.
§ Includes sidings in section one of the Suspension Bridge and Erie Junction railroad, they being laid on the lands of the Buffalo, New York and Erie railroad.

LIST OF BRANCHES.

NAME OF ROAD.	WHERE LOCATED.		LENGTH.		LENGTH OF DOUBLE TRACK, INCLUDING SIDINGS ON SAME.		State if leased, owned, or operated.	Number of miles of road built and track laid during the year ending September 30, 1878.
	From.	To.	Total.	In New York.	Total.	In New York.		
Piermont branch,	Suffern,	Piermont,	17,970	17,970	..	Owned.	5,889	499
Newburg branch,	Grevonville,	Newburgh,	18,730	18,730	..	"		
Buffalo branch,	Hornellsville,	Attica,	59,848	59,848	18,757	Owned.		
Weehawken branch,	Bergen Tunnel,	Oil Dock, . . . . .	..	..	..	..
New York and Fort Lee,	Oil Dock,	Oak Cliff,	5,105	..	..	..
Northern railroad of New Jersey,	Junction at Bergen,	Sparkill,	21,286	1,441	..	..
Nyack and Northern,	Sparkill,	Nyack,	4,378	4,378	..	..
Erie and International,	Main st., Buffalo,	Intern'l bridge,	4,257	4,257	..	..
Newark and Hudson,	Bergen Junction,	Newark,	5,618	..	..	..
Paterson and Newark,	Paterson,	Newark,	10,909	..	..	Leased.		
Newburg and New York,	Greenwood Junc.,	Vails' Gate,	12,590	12,590	..	..
Montgomery and Erie,	Goshen,	Montgomery,	10,220	10,220	..	..
Goshen and Deckertown,	Goshen,	Pine Island,	11,650	11,650	..	..
Hawley branch,	Lackawaxen,	Hawley,	15,613	..	..	..
Honesdale branch,	Hawley,	Honesdale,	8,183	..	..	..
Jefferson branch,	Lanesboro',	Carbondale,	36,681	..	..	..
Buffalo, Bradford and Pittsburgh branch,	Carrollton,	Gilesville,	25,970	..	..	..
Buffalo, New York, and Erie,	Painted Post,	Buffalo,	139,951	7,806	30,186	30,186		
Suspension Bridge and Erie Junction,	East Buffalo,	Susp'n bridge,	23,277	23,277	..	..
Rochester and Genesee Valley,	Avon,	Rochester,	18,281	18,281	..	..
Avon, Genesee, and Mt. Morris,	Avon,	Mt. Morris,	17,561	17,561	..	..
Total, . . . . .	..	..	468,003	347,940	45,384	43,943		

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	3,192,618
Number of miles run by working trains,	212,554
Number of miles run by freight trains,	8,467,847
Number of miles run by switching trains,	2,301,504
Number of passengers (all classes) carried in cars, . . .	4,894,527
Number of miles traveled by passengers, or number of passengers carried one mile,	149,115,718
Number of tons of 2,000 pounds of freight carried in cars,	8,212,641
Total movement of freight or number of tons carried one mile,	1,569,222,417
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20 to 22
Rate of speed of same when in motion,	26 to 30
Average rate of speed adopted by express trains, includ- ing stops,	26 to 30
Rate of speed of same when in motion,	30 to 40
Average rate of speed adopted by freight trains, including stops,	10
Rate of speed of same when in motion,	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage,	150
Average weight, in tons, of freight trains, exclusive of freight,	280

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Of the products of the forest,	248,153	Merchandise,	598,717
Of animals,	460,221	Coal,	4,410,327
Of vegetable food,	1,285,804	Other articles,	677,705
Other agricultural products,	165,733		
Manufactures,	365,981	Total,	8,212,641

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	1.74 cents.
For first-class way passengers,	2.44 cents.
For commuters, . . . . .	.75 cent.
For emigrant through,	1.70 cents.

EXPENSES OF MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Repairs of road-bed and railway, excepting cost of iron and steel.	\$1,238,124	24	\$308,132	85	\$929,991	39
Repairs of bridges,	172,496	03	38,808	27	133,687	76
Repairs of telegraph,	8,982	77	2,245	69	6,737	08
For superintendence, insurance, &c.,	78,557	13	19,678	14	58,878	99
Cost of iron and steel used in repairs: Allotted to passenger transportation, length in feet, 427,554; weight in pounds, 8,979,968; allotted to freight transportation, length in feet, 1,282,665; weight in pounds, 26,939,905,	379,729	63	94,932	40	284,797	23
Repairs of buildings,	144,609	32	50,980	78	93,628	54
Repairs of fences and gates,	36,775	14	9,193	79	27,581	35
Taxes on real estate,	229,941	41	57,711	91	172,229	50
Totals,	\$2,289,215	67	\$581,683	83	\$1,707,531	84

Expenses of Repairs of Machinery.

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Repairs of engines and tenders, . .	\$539,638	97	\$105,281	29	\$434,357	68
Repairs of passenger and baggage cars,	181,681	90	181,681	90		
Repairs of freight cars,	653,152	18			653,152	18
Repairs of tools and machinery in shops,	48,536	70	12,134	18	36,402	52
Incidental expenses, including oil, fuel, clerks, watchmen, insurance, &c., about shops,	124,732	27	31,183	10	93,549	17
Cleaning and housing engines, . .	236,582	15	59,140	54	177,421	61
Totals,	\$1,784,804	17	389,421	01	1,394,883	16

Expenses of Operating the Road.

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Office expenses, stationery, &c., . .	\$231,360	99	\$76,741	57	\$154,619	42
Telegraph operators,	108,634	51	28,699	89	79,934	62
Agents and clerks,	807,633	62	231,494	02	576,139	60
Labor: loading and unloading freight,	1,095,085	75			1,095,085	75
Porters, watchmen, (flagmen,) and switch tenders,	338,438	27	69,583	28	268,854	99

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Wood, (coal,) and water station attendance,	\$63,062	34	\$15,765	59	\$47,296	75
Conductors, baggage, and brakemen,	1,224,668	59	297,846	56	926,822	03
Enginemen and firemen,	988,863	02	214,386	42	774,476	60
Fuel: cost and labor of preparing for use,	1,137,371	17	184,884	00	952,487	17
Oil and waste for engines and tenders,	76,305	75	15,589	89	60,715	86
Oil and waste for freight cars,	63,261	56	. . . . .	. . . . .	63,261	56
Oil and waste for passenger and baggage cars,	17,709	53	17,709	53		
Loss and damage of goods and baggage,	15,122	45	233	00	14,889	45
Damage for injuries of persons,	8,160	89	542	20	7,618	69
Damage to property, including damages by fire and cattle killed on road,	5,984	88	1,665	24	4,319	64
General office expenses,	111,320	37	27,830	08	83,490	29
General superintendence,	95,666	40	23,916	60	71,749	80
General office clerks,	120,394	47	30,098	62	90,295	85
Contingences, including insurances, &c.,	592,134	55	169,370	39	422,764	16
Totals,	\$7,101,179	11	1,406,256	88	5,694,822	23

Sub-Division of Contingencies.

Legal expenses,	\$65,235	01
Hire of cars,	316,797	29
Clerks,	\$13,529	44
Incidentals,	33,095	19
Removing snow and ice,	80,647	19
Insurance, C. T.,	24,007	31
Rents, C. T.,	12,449	68
Tolls,	800	00
Rent of piers,	40,762	82
Barges, manning passenger,	4,800	00
Barges, repairs of passenger,	10	62
	210,102	25
Total,	\$592,134	55

Recapitulation of Transportation Expenses.

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Maintaining road-bed, &c.,	\$2,289,215	67	\$581,683	83	\$1,707,531	84
Repairs of machinery,	1,784,304	17	389,421	01	1,394,883	16
Operating,	7,101,179	11	1,406,356	88	5,694,822	23
Total,	\$11,174,698	95	\$2,377,461	72	\$8,797,237	23

EARNINGS, EXPENSES, &c.

Earnings.			
From passengers,		\$3,118,943	75
From freight,		12,233,480	99
From other sources,		598,597	84
Total earnings,		\$15,942,022	58
From passengers,		\$3,118,943	75
From freight,		12,233,480	99
Express,	\$321,033 98		
Mail,	162,569 24		
Rents,	25,511 57		
Miscellaneous,	80,483 05		
		589,597	84
Total, New York, Lake Erie and Western railroad proper, . . .		\$15,942,022	58
Pavonia ferries,	\$237,357 51		
Pavonia Horse railroad,	20,745 40		
New York, Lake Erie and Western railroad, baggage ex- press,	57,730 78		
Weehawken docks,	73,944 90		
Unclaimed baggage and freight department receipts, . .	2,570 47		
Brooklyn annex,	2,488 40		
		394,837	41
Interest on securities,		12,165	67
Sterling exchange,		2,254	55
Gold premium,		58	50
Total,		\$16,351,338	71
Charges other than for Construction.			
Transportation expenses,		\$11,174,698	95
Accrued interest on funded debt, (approximated,)*		2,047,712	89
Interest on Long Dock Company's bonds,		210,000	00
Guaranteed interest other than the interest on the bonds of the com- pany,		133,000	00
Weehawken docks, interest,		64,453	24
Interest on loans,		47,978	85
Interest on real estate, mortgages, &c.,		14,418	57
Interest on equipment,		65,892	95
Rentals of leased lines,		658,445	34
Suspension Bridge and Erie Junction railroad, rent, . . .	\$70,000 00		
Less thirty per cent. of earnings,	29,085 01		
		40,914	99
Paterson and Newark railroad, rent,	\$35,000 00		
Less thirty-five per cent. of earnings,	19,410 69		
		15,589	31
Pavonia ferries expenses,	\$314,757 51		
Pavonia Horse railroad expenses,	20,892 11		
New York, Lake Erie and Western railroad, baggage ex- press expenses,	54,780 92		
Weehawken docks expenses,	19,724 37		
Unclaimed baggage and freight department expenses, . .	3,798 68		
Brooklyn annex expenses,	23,281 23		
		437,234	82
Blake's docks, Buffalo,		7,647	10
Expenses for countersigning bonds,		17,799	50
London office expenses,		3,458	75
Taxes, State of Pennsylvania,		6,104	51
Commission and expenses for extending New York and Erie rail- road, second mortgage bonds,		109,524	04
Sundry adjustments to profit and loss of previous year,		4,493	49
Total,		\$15,059,367	30
Total amount of surplus fund,		1,291,971	41
		\$16,351,338	71

* The exact figures cannot be given, as the amount of the funded debt itself is not yet ascertained.
(See statement.)

Rentals of Leased Lines.

Paterson and Hudson railroad, annual rental,	\$48,400	00
Paterson and Rumapo railroad, annual rental,	80,000	00
Hoboken Land and Improvement Company, annual rental,	4,500	00
Newburgh and New York railroad, seven per cent. on \$250,000, bonds,	17,500	00
Buffalo, New York and Erie railroad, organization ex- penses,	\$5,000	00
Seven per cent. on \$950,000, stock,	66,500	00
Seven per cent. on \$2,380,000, bonds,	166,600	00
	238,100	00
Montgomery and Erie railroad, annual rental,	21,000	00
Goshen and Deckertown railroad, annual rental,	17,500	00
Hawley Branch railroad, annual rental: Two months at \$35,000 per annum,	\$5,833	34
Ten months at \$30,000 per annum,	25,000	00
	30,833	34
Honesdale Branch railroad, seven per cent. on \$300,000, bonds,	21,000	00
Jefferson Branch railroad, seven per cent. on \$2,000,000, bonds,	140,000	00
Rochester and Genesee Valley railroad, six per cent. on \$555,200, stock,	\$33,812	00
Organization expenses,	700	00
	34,012	00
Avon, Genesee and Mt. Morris railroad, six per cent. on \$225,000, stock,	\$13,500	00
Seven per cent. on \$20,000, bonds,	1,400	00
Organization expenses,	100	00
	15,000	00
Buffalo, Bradford and Pittsburgh railroad, seven per cent. on \$580,000, bonds,	40,600	00
Total,	\$658,445	34

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
October, 1878,		2	3	15	3	3	6	20
November, 1878,		1	4	31	5	5	9	37
December, 1878,		3	4	17	4	9	8	29
January, 1879,			4	19	2	3	6	22
February, 1879,		1	3	31	1	6	4	38
March, 1879,			2	28	8	6	10	32
April, 1879,			6	27	4	11	10	33
May, 1879,		1	7	20	6	4	13	25
June, 1879,			7	16	5	6	12	22
July, 1879,	2	1		11	8	9	10	21
August, 1879,	1	1	3	24	4	7	8	32
September, 1879,		1	4	24	6	10	10	35
	3	11	47	261	56	79	106	351

OFFICERS.

Names.	Residences.
Hugh J. Jewett, President,	New York.
Bird W. Spencer, Treasurer,	Passaic, N. J.
Aug. R. Macdonough, Secretary,	New York.
Octave Chanute, Engineer,	New York.
Edmund S. Bowen, Superintendent,	New York.

Communications intended for this company should be addressed, Post-office box No. 839, New York city.

<i>Names of Directors.*</i>	<i>Residences.</i>
J. Lowber Welsh,	Philadelphia.
Theron R. Butler,	New York.
Charles Dana,	New York.
R. Suydam Grant,	New York.
James J. Goodwin,	New York.
Hugh J. Jewett,	New York.
John Taylor Johnston,	New York.
James R. Keene,	New York.
Edwin D. Morgan,	New York.
John Frederick Pierson,	New York.
Henry G. Stebbins,	New York.
Samuel Sloan,	New York.
George F. Talman,	New York.
Cortlandt Parker,	Newark, N. J.
Solomon S. Guthrie,	Buffalo.
Homer Ramsdell,	Newburgh.

* One vacancy.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed,)

B. W. SPENCER, *Treasurer.*
E. S. BOWEN, *General Superintendent.*

REPORT

OF THE

Newry Railroad Company, for the year ending December 31, 1879.

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
Joseph Fichtner, President,	Newry, Pa.
Alexander Knox, Secretary,	Newry, Pa.
Francis McKoy, Treasurer,	Newry, Pa.
 <i>Names of Directors.</i>	
<i>Residences.</i>	
Alexander Knox,	Newry, Pa.
Francis McCoy,	Newry, Pa.
David Cassidy,	Newry, Pa.
James Stevens,	Martinsburg, Pa.

James Conrad,	Newry, Pa.
Adam Hoover,	Newry, Pa.
William Smith,	Duncansville, Pa.
John Musselman,	Duncansville, Pa.
H. N. Buroughs,	Philadelphia.
D. M. Bare,	Roaring Spring, Pa.
Henry McIntosh,	Newry, Pa.
James Bradley,	Newry, Pa.

CAPITAL STOCK.

Capital stock authorized by law, (with power to increase,)	\$15,000	00
Capital stock authorized by votes of company: No definite amount fixed by vote of company.		
Capital stock, amount subscribed, (stock issued,)	11,925	00
Capital stock paid in by last report,	11,925	00
Capital stock, total amount now paid in on stock issued,	11,975	00
Capital stock, number of shares issued,	477	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction or purchase of property, (exclusive of interest.) Don't know exact amount of interest on debt,	\$10,810	06
The amount now of floating debt,	\$10,810	06
Total amount now of floating debt, (exclusive of interest,) . . .	\$10,810	06
Floating debt, as per last report,	\$10,810	06
Total cash realized from capital stock and debt, about,	\$12,763	65

COST.

Total cost of entire road to date, including real estate, about,	\$23,573	71
Average of same per mile of road laid,	23,573	71
Proportion of same for Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile, (no equipment,)	23,573	71

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from the point connecting with railroad of the Pennsylvania Railroad Company, formerly Portage railroad, to Newry,	1	1
Length of single main track,	1	1
Aggregate length of main line and branches, (no branches,) . .	1	1
Aggregate length of sidings and other track not above enumerated: Sidings, about	878	878
Aggregate length of main line and sidings,	15280	15280

Gauge.

What is the gauge of your lines? About 4 feet 8½ inches.

Track.

Miles of iron rail in use, (exclusive of 878 feet of siding,) 1
Weight of rail per yard, iron, about 45 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, (no bridges,)
trestle, 1
Wooden trestles, number of, 1; aggregate length, Don't know.

Stations.

Number of stations on main road, passenger and freight, 1
Number of wood and water stations on main road: None
in use at this time.
Value of real estate held by the company, exclusive of road-
way, about \$393 25
Value of real estate held by the company, exclusive of road-
way, in Pennsylvania: All in Pennsylvania.
How is track laid, and on what foundation? On cross-ties, resting
partly on broken stone, and partly on gravel ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 477 shares, at
\$25 per share, \$11,925 00

The lease, under which the Pennsylvania Railroad Company operated the Newry railroad, was canceled and annuled, by mutual consent, by an instrument of writing dated August 8, 1879, as of and from and after the 2d day of August, 1879.

Since the cancelation of the said lease, the Pennsylvania Railroad Company has, and now is, operating the Newry railroad for the gross receipts thereof.

No permanent and definite arrangements have, as yet, been consummated for the future operation of the road.

All interrogatories not answered in this report, we have no doubt will be answered by the Pennsylvania Railroad Company.

STATE OF PENNSYLVANIA, }
County of Blair, } ss:

*Personally appeared before me, Joseph Fichtner, president, and Francis McCoy, treasurer, of the Newry Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial

year ending December 31, A. D. 1879, according to the best of their knowl-
edge and belief.

(Signed,)

JOSEPH FICHTNER, *President.*

FRANCIS McCOY, *Treasurer.*

Sworn and subscribed before me this 22d day of January, A. D. 1880.

JAMES CONRAD, *Justice of the Peace.*

R E P O R T

OF THE

*North Pennsylvania Railroad Company, for the year
ending October 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin A. Comly, President,	Philadelphia.
John S. Wise, Secretary and Assistant Treasurer,	Philadelphia.
William Wister, Treasurer,	Philadelphia.
William Rotch Wister, General Solicitor,	Philadelphia.
Solomon W. Roberts, Chief Engineer,	Philadelphia.
Albert H. Tracker, General Superintendent,	Philadelphia.

General offices at 407 Walnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John Jordan, junior,	Philadelphia.
William C. Ludwig,	Philadelphia.
Edward C. Knight,	Philadelphia.
Alfred Hunt,	Bethlehem, Pa.
Thomas Smith,	Philadelphia.
Ario Pardee,	Hazleton, Pa.
James H. Stevenson,	Philadelphia.
Jacob Riegel,	Philadelphia.
Richard J. Dobbins,	Philadelphia.
Charles A. Sparks,	Philadelphia.
Edwin H. Fitler,	Philadelphia.
Thomas P. Stotesbury,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,500,000	00
Capital stock authorized by votes of company,	6,000,000	00
Capital stock paid in by last report,	4,264,350	00
Capital stock, total amount now paid in,	4,897,300	00
Capital stock, number of shares issued, 87,946		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1885, bear interest at six per cent., which is payable January 1 and July 1,) amount,	\$1,930,500	00
Second mortgage bonds, (due May 1, 1896, bear interest at seven per cent., which is payable May 1 and November 1,) amount,	1,500,000	00
Third or general mortgage bonds, (due January 1, 1903, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	2,569,500	00
Income bonds, (due April 1, 1887, bear interest at six per cent., which is payable April 1 and October 1,) amount,	17,000	00
Total amount now of funded debt,	\$6,017,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,133,489	68
The amount now of floating debt,	1,133,489	68
Total amount now of floating and funded debt,	\$7,150,489	68
Funded debt as per last report,	\$6,017,000	00
Floating debt, as per last report,	1,104,925	00
Total amount, capital stock and debt,	\$11,547,789	68

COST.

Total cost of entire road to date, (exclusive of real estate,)	\$8,394,077	86
Proportion of same for Pennsylvania,	All.	
Total cost of entire equipment,	1,750,935	65
Proportion of same for Pennsylvania,	All.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Philadelphia (Willow street) to Bethlehem,	55 ⁸ / ₁₀	55 ⁸ / ₁₀
Length of single main track,	29 ³ / ₁₀	29 ³ / ₁₀
Length of double main track,	26 ³ / ₁₀	26 ³ / ₁₀
Branches.		
Delaware River branch, from Jenkin- town to middle of Delaware river, near Yardley,	Length of branch, Length of double track,	20 ⁵ / ₁₀ 20 ⁵ / ₁₀
Doylestown branch, from Lansdale to Doylestown,		
Shimersville branch, (out of use,) from Iron Hill to Shimersville,	Length of branch, Length of single track,	10 ³ / ₁₀ 10 ³ / ₁₀
Aggregate length of main line and branches,		
Aggregate length of sidings and other track not above enumerated,	33 ⁸² / ₁₀₀	33 ⁸² / ₁₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	168 ⁸² / ₁₀₀	168 ⁸² / ₁₀₀

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail track in use, 90.51 miles.
Miles of steel rail track in use, 78.11 miles.
Weight of rail per yard, { Iron, 56 and 58 lbs.
 { Steel, 50, 60, 66 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 31
Wooden bridges, number of 4 ; aggregate length, 575 feet.
Stone or brick bridges, number of, 1 ; aggregate length, 241 feet.
Iron bridges, number of, 25 ; aggregate length, 3,538 feet.
Wooden trestles, number of, 1 ; aggregate length, 1,980 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? Connecting railway, near Erie avenue station ; Philadelphia, Newtown, and New York railroad, at Bethayres station.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where ? Philadelphia and Reading railroad, at Gunner's Run.

Stations.

Number of stations on main road : Passenger, 37 ; freight, 40 ; total, 77
Number of stations on branches : Passenger, 17 ; freight, 17 ; total, 34
Number of engine-houses and shops in Pennsylvania, all in Pennsylvania ; total number entire road, 8
Number of wood and water stations on main road, 9
Number of wood and water stations on branches, 3
Value of real estate held by the company, exclusive of roadway, \$1,285,072 62
Number of tunnels, 2 ; aggregate length, 2,660 feet.

How is track laid, and on what foundation ? Iron and steel rails, with rolled iron chairs and splices, and with heavy cross-ties, mostly white oak, on cinder, gravel, and stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	4	\$11,375	00
Number of locomotives of more than 30 tons weight,	37	14,404	00
Number of locomotives of more than 20 tons weight,	10	11,413	00
Number of locomotives of more than 10 tons weight,	7	7,935	00
Number of first-class passenger cars,	63	4,500	00
Number of baggage, mail, and express cars,	32	2,200	00
Number of freight cars : House cars, 402 ; trucks, 213 ; total, .	615	600	00
Number of coal, lime, ore, and stone cars,	528	210	00
Number of shop cars,	5		

Average number of cars in passenger trains, including baggage cars,	5
Average number of cars in freight trains, eight-wheeled, .	25
Average weight of passenger trains, including locomotive and tender, in working order,	140 net tons.
Average weight of freight trains, including locomotive and tender, in working order,	570 net tons.

Employees.

Average number of persons regularly employed by company, including officials,	About 1,100
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DOINGS OF THE YEAR.

Transportation and total Miles run.

Number of miles run by passenger trains,	363,048
Number of miles run by freight and coal trains,	275,502
Number of through passengers for the year on main road, between Philadelphia and Bethlehem,	56,115
Number of passengers (all classes) carried in cars,	586,547
Number of passengers carried one mile,	10,490,011
Number of passengers carried one mile in Pennsylvania,	10,490,011
Number of tons of 2,000 pounds of through freight for the year on main road, between Philadelphia and Bethlehem,	217,375
Number of tons of freight carried one mile,	20,901,845
Number of tons of freight carried one mile in Pennsylvania,	20,901,845
Gross amount of tonnage for the year, (2,000 pounds per ton,)	607,724

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878, 106,314	February, 1879, 75,426
December, 1878, 107,294	March, 1879, 101,012
January, 1879, 92,191	April, 1879, 104,310

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Total tonnage,	607,724
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The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through and way passengers, average,	2.19 cents.
For second-class through passengers, emigrant,	1 cent.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, . . . . .	.01 ⁷⁸ / ₁₀₀ cents.
For through coal, per ton per mile, . . . . .	.01 ⁶⁸ / ₁₀₀ cents.
For local freight, per ton per mile,	4.20 cents.
For local coal, per ton per mile,	2.20 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1878,	\$93,542 52
December, 1878,	40,812 12
January, 1879,	34,736 23
February, 1879,	32,460 46
March, 1879,	39,064 68
April, 1879,	43,803 36
Total,	\$230,419 37

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1878,	\$55,226 88	\$19,277 65	\$74,504 53
December, 1878,	38,880 92	18,220 62	57,101 54
January, 1879,	51,142 11	17,461 88	68,603 99
February, 1879,	51,012 86	17,531 53	68,544 39
March, 1879,	53,575 75	22,668 37	76,244 12
April, 1879,	48,141 55	23,103 04	71,244 59
Total,	\$297,980 07	\$118,263 09	\$416,243 16

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1878,	\$712 19	\$1,129 75	. . . . .	\$1,841 94
December, 1878,	712 19	1,129 75	. . . . .	1,841 94
January, 1879,	712 19	1,129 75	. . . . .	1,841 94
February, 1879,	712 19	1,129 75	. . . . .	1,841 94
March, 1879,	712 19	1,129 75	. . . . .	1,841 94
April, 1879,	1,175 11	1,129 75	\$25,884 75	28,189 61
Total,	\$4,736 06	\$6,778 50	\$25,884 75	\$37,399 31

Total passenger earnings for the year,	\$230,419 37
Total freight earnings for the year,	416,243 16
Total earnings from all other sources,	37,399 31
Rental of road six months, ending October 31, 1879,	337,122 00
Total earnings for the year,	\$1,021,183 84
Total receipts from all sources on whole length of line,	\$1,021,183 84
Proportion of earnings in Pennsylvania to earnings on whole line, All.	

MISCELLANEOUS.

Taxes, &c.,	\$34,726 55
Insurance,	377 64

EARNINGS.

Passenger transportation, local and through,	\$230,419	37
Freight transportation, local, \$118,263 09	} Total,	416,243 16
Freight transportation, through, 297,980 07		
Mail service,	4,736	06
Express service,	6,778	50
Rents and sundry receipts,	25,884	75
All other sources of income, rental of road six months ending October 31, 1879,	337,122	00
Total,	\$1,021,183	84
Operating Expenses.		
Maintenance of way and buildings, \$95,954 12		
Maintenance of motive power and cars, 153,798 01		
Miscellaneous, 210,996 35		
Total operating expenses,	460,748	48
Net earnings,	560,435	36

This report embraces the earnings and operating expenses of the company for the six months ending April 30, 1879. Its railroad property and plant was leased to the Philadelphia and Reading Railroad Company, on the fourteenth day of May, 1879, for nine hundred and ninety years, from May 1, 1879, since which time the road has been operated by that company.

Terms.

The lessees to pay a yearly rent, in four equal quarterly payments, equal to all the interest on the bonds of the company; six per cent. upon the floating debt; and for the first and second years of said term, six per cent.; third and fourth years, seven per cent., and during the fifth and succeeding years, eight per cent. upon the capital stock of the company. Lessees to pay all taxes upon the capital stock, gross receipts, &c., as the same shall fall due, and also the yearly rent of \$12,000, for defraying the expenses of maintaining the corporate organization of the company.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No contract; compensation based upon weight of mail matter. Amount received for the six months ending April 30, 1879, \$4,736 06.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$4,397,300 00
Amount of stock issued as stock dividends, and dates of
issue: November 1, 1878, to October 31, 1879, inclusive, 102,950 00
Rate and date of all cash dividends on stock of original and consolidated
companies: 1879, August 27, one and a half per cent.

Number and per cent. of dividends: Two; one scrip of two per cent., and one cash of one and a half per cent.		
Amount paid in dividends: scrip, \$85,559; cash, \$65,484; total, . .	\$151,043	00
Cash,	66,232	12

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	4	1	1	1	1
Employés,			1	4	3	8
Others,			5	6	5	6
Total,	2	4	7	11	9	15

Statement of each Accident.

November 2, 1878. Jacob Hageman ; seriously injured, at Drove-Yard station, trying to drive across the track in front of a passenger train, after being warned by flagman.

November 14, 1878. G. K. Smith ; injured, at Poplar street, Philadelphia, climbing on cars while in motion.

November 23, 1878. Frank Weinmiller, aged about nine years ; injured, while climbing on the cars at Brown street, Philadelphia.

November 23, 1878. James P. Duff, coal train conductor ; fatally injured, at Erie avenue, by being thrown from car while coupling.

December 7, 1878. Benjamin Mortitus ; fatally injured, near Drove-Yard, in a cut in the road. His son testified that his father was deaf, and did not hear the whistle.

December 18, 1878. A. Fenney ; slightly injured, at Ashbourne, by jumping off train when in motion.

December 18, 1878. Margaret Harch ; seriously injured, at Venango street. Testimony showed that she deliberately ran in front of the train. Died January 10, 1879.

December 20, 1878. Henry Hyde ; killed, near Bethlehem, accidentally falling from train, while jumping from car to car.

December 24, 1878. George Keiper, brakeman ; hand mashed, at Quakertown, while coupling cars.

December 28, 1878. Allen Boorse, baggage-master ; finger mashed, at Bethlehem, whilst assisting to make up train.

January 19, 1879. Oliver Queer ; foot crushed, at Erie avenue. He was engineer, and had stepped off to attend to engine.

January 22, 1879. M. Neatrour, brakeman ; finger crushed, at Bethlehem, while coupling cars.

January 28, 1879. Alexander Dennison, section foreman ; killed, at Willett station, stepping from one track, to avoid coal train, was struck by train on the other track.

February 11, 1879. Martin Kane ; killed, near Bethlehem ; walking on track.

February 20, 1879. Jacob Berkhower and son ; injured, at Ambler station, while driving across the track in front of passenger train.

March 15, 1879. Charles Mouser, flagman ; fatally injured, at Berks street, whilst coupling cars.

March 18, 1879. Patrick Conway ; injured, at Edge Hill, by being struck by engine, whilst walking on the track.

April 1, 1879. William McLaughlin, brakeman ; hand mashed coupling cars, at Lansdale.

April 10, 1879. J. B. Shelly, baggage-master ; foot injured, at Fisher's Lane, by baggage car brake-wheel falling on it.

April 22, 1879. David Kilso, injured, at Willett station, whilst attempting to jump on hand car.

April 24, 1879. William Hennie, conductor ; seriously injured, at Front and Willow streets, whilst shifting cars.

April 25, 1879. John Laufer, a boy about twelve years of age ; killed, at Berks street, while jumping from one car to another.

April 26, 1879. Thomas McDermott ; found dead on track, near Penllyn station. Supposed to have been riding on the truck of one of the cars in freight train, fell off, and killed.

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss :

Personally appeared before me, Franklin A. Comly, president, and William Wister, treasurer, of the North Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

WILLIAM WISTER, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.

W. W. DOUGHERTY, *Notary Public.*

R E P O R T

OF THE

*North-East Pennsylvania Railroad Company, for the
year ending October 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin A. Comly, President,	Philadelphia.
John S. Wise, Secretary and Treasurer,	Philadelphia.
General office at 407 Walnut street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
John Jordan, junior,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
Alfred Hunt,	Bethlehem, Pa.
James H. Stevenson,	Philadelphia, Pa.
Jacob Riegel,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.
Joshua Comly,	Philadelphia, Pa.
G. J. Mitchell,	Hatboro', Montgomery county, Pa.
Isaac Warner, junior,	Hatboro', Montgomery county, Pa.
George Fulmer,	Hatboro', Montgomery county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000	00
Capital stock, amount subscribed,	81,550	00
Capital stock paid in by last report,	81,550	00
Capital stock, total amount now paid in,	81,550	00
Capital stock, number of shares issued, 1,631		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1892, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	\$160,000	00
Total amount now of funded debt,	\$160,000	00
Floating Debt.		
Unfunded debt incurred for construction,	\$73,000	00
Debt incurred for any other purpose, and for what: Operating expenses, interest, &c.,	67,019	08
The amount now of floating debt,	140,019	08
Total amount now of floating and funded debt,	\$300,019	08
Funded debt as per last report,	\$160,000	00
Floating debt as per last report,	131,302	61
Total capital stock and debt,	\$381,569	08

COST.

Total cost of entire road to date, exclusive of real estate, \$291,881 26

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Abington to Hartsville,	9 ⁸ / ₁₀	9 ⁸ / ₁₀
Length of single main track,	9 ⁸ / ₁₀	9 ⁸ / ₁₀
Aggregate length of main line and branches,	9 ⁸ / ₁₀	9 ⁸ / ₁₀
Aggregate length of sidings and other track not above enumerated,	9 ⁸ / ₁₀	9 ⁸ / ₁₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	10 ⁷ / ₁₀	10 ⁷ / ₁₀

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 10⁷/₁₀
Weight of rail per yard, iron, 50 and 58 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 5
Wooden bridges, aggregate length, 910 feet.

Stations.

Number of stations on main road: Passenger and freight, 11
Value of real estate held by the company, exclusive of roadway, 13,780 37

How is track laid, and on what foundation? Iron rails, spliced joints, oak and chestnut ties, stone, slag, and earth ballast.

Road operated by Philadelphia and Reading Railroad Company, since May 1, 1879; previously by the North Pennsylvania Railroad Company.

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger and freight trains, . . 31,458
Number of passengers (all classes) carried in cars, (all local,) 69,582
Number of passengers carried one mile, 467,401
Number of passengers carried one mile in Pennsylvania, . 467,401
Number of tons of 2,000 pounds of through freight for the year on main road, local included, 12,237.04
Number of tons of freight carried one mile, 91,077
Number of tons of freight carried one mile in Pennsylvania, 91,077
Gross amount of tonnage for the year, (2,000 pounds per ton,) 12,237.04

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878,	6,021	May, 1879,	5,742
December, 1878,	5,523	June, 1879,	7,177
January, 1879,	4,306	July, 1879,	6,596
February, 1879,	4,173	August, 1879,	6,549
March, 1879,	4,958	September, 1879,	7,360
April, 1879,	4,390	October, 1879,	6,787

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	5,196.18
Merchandise and manufactures,	7,040.06
Total,	12,237.04

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through and way passengers, average, 2.28 cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For local freight and coal, per ton per mile, 6.38

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1878,		\$827 08	\$827 08
December, 1878,		794 33	794 33
January, 1879,		689 12	689 12
February, 1879,		595 52	595 52
March, 1879,		746 94	746 94
April, 1879,		745 82	745 82
May, 1879,		1,002 81	1,002 81
June, 1879,		855 73	855 73
July, 1879,		1,086 44	1,086 44
August, 1879,		1,144 70	1,144 70
September, 1879,		1,137 99	1,137 99
October, 1879,		1,042 20	1,042 20
Total,		\$10,668 68	\$10,668 68

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1878,		\$502 15	\$502 15
December, 1878,		410 43	410 43
January, 1879,		361 23	361 23
February, 1879,		401 01	401 01
March, 1879,		400 56	400 56
April, 1879,		585 76	585 76
May, 1879,		495 33	495 33
June, 1879,		531 58	531 58
July, 1879,		331 94	331 94
August, 1879,		444 18	444 18
September, 1879,		802 25	802 25
October, 1879,		542 81	542 81
Total,		\$5,809 23	\$5,809 23

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1878,			\$2	27			\$2	27
December, 1878,	\$120	76	1	83			122	59
January, 1879,			1	82			1	82
February, 1879,			1	22			1	22
March, 1879,	120	77	1	97			122	74
April, 1879,			1	65			1	65
May, 1879,								
June, 1879,	120	77	2	46			123	23
July, 1879,			22	33			22	33
August, 1879,			32	19			32	19
September, 1879,	120	77	34	88			155	65
October, 1879,			35	00	\$350	50	385	50
Total,	\$483	07	\$137	62	\$350	50	\$971	19

Total passenger earnings for the year,	\$10,668	68
Total freight earnings for the year,	5,809	23
Total earnings from all other sources,	971	19
Total earnings for the year,	\$17,449	10
Total receipts from all sources on whole length of line,	\$17,449	10
Proportion of earnings in Pennsylvania to earnings of whole line: All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,130	09
Total for maintenance of way,	\$5,130	09
Cost per mile of road kept in repair,	\$479	45
Proportion for Pennsylvania,	479	45

EARNINGS.

Passenger transportation, local,	\$10,668	68
Freight transportation, local and through,	5,809	23
Mail service,	483	07
Express service,	137	62
Rents,	340	50
All other sources of income,	10	00
Total,	\$17,449	10

Road operated by Philadelphia and Reading Railroad Company, since May 1, 1879 ; previously by the North Pennsylvania Railroad Company.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No contract. Compensation based upon weight of mail matter. Amount received for year, \$483 07.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	\$81,550 00
Surplus invested as follows :	
Cash on loans,	\$316 24

STATE OF PENNSYLVANIA,)
County of Philadelphia,) 88:

Personally appeared before me, Franklin A. Comly, president, and John S. Wise, treasurer, of the North East Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) F. A. COMLY, *President.*
J. S. WISE, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.
W. W. DOUGHERTY, *Notary Public.*

REPORT

OF THE

Northern Central Railway Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
A. J. Cassatt, Vice President,	Philadelphia.
Stephen W. White, Secretary,	Philadelphia.
J. S. Leib, Treasurer,	Baltimore, Md.
Wayne MacVeagh, General Counsel,	Philadelphia.
Frank Thomson, General Manager,	Philadelphia.
George C. Wilkins, Division Superintendent,	Baltimore, Md.
William A. Baldwin, Division Superintendent,	Williamsport, Pa.
Robert Neilson, Division Superintendent,	Elmira, N. Y.
<i>Names of Directors.</i>	<i>Residences.</i>
A. J. Cassatt,	Philadelphia.
Wistar Morris,	Philadelphia.
Samuel C. Huey,	Philadelphia.
George B. Roberts,	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Edmund Smith,	Philadelphia.
George Small,	Baltimore, Md.
B. F. Newcomer,	Baltimore, Md.
S. M. Shoemaker,	Baltimore, Md.
J. N. Hutchinson,	Philadelphia.
Dell Noblit, junior,	Philadelphia.
M. B. Sellers,	Baltimore, Md.
William Calder,	Harrisburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$8,000,000	00
Capital stock authorized by votes of company,	5,842,000	00
Capital stock, amount subscribed,	5,842,000	00
Capital stock paid in by last report,	5,842,000	00
Capital stock, total amount now paid in,	5,842,000	00
Capital stock, number of shares issued, 116,840		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.					
Mortgage to State of Maryland, to secure annuity of \$90,000, irredeemable,			\$1,500,000	00	
Mortgage sinking fund six per cent. coupon bonds, due July 1, 1885,	\$1,490,000	00			
Mortgage six per cent. coupon bonds, due April 1, 1900,	1,126,000	00			
Mortgage six per cent. gold bonds, due July 1, 1900—Coupons, \$2,599,000; registered, \$205,000,	2,804,000	00			
Consolidated general mortgage six per cent. gold bonds, due July 1, 1904: Series A and B, dollar or sterling sinking fund, \$2,793,000 00					
Series C, dollar, 1,000,000 00					
1,000,000 dollar loan, 785,000 00					
	4,525,000	00			
Second general mortgage five per cent. coupon bonds, series A, due January 1, 1926,	3,000,000	00			
Second general mortgage six per cent. coupon convertible bonds, series B, due January 1, 1926,	1,000,000	00			
			18,945,000	00	
Total amount now of funded debt,					\$15,445,000 00
Funded debt as per last report,					\$15,393,000 00

COST.

Total cost of entire road to date, (including \$1,021,545 43, charged to real estate account,)	\$13,206,050	42
Total cost of entire equipment,	4,196,107	35

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Baltimore to Sunbury,	138	120.4
Length of single main track,	58.11	58.11
Length of double main track,	79.89	44.29
Branches.		
Green Spring Branch, from Hollins to } Length of branch, . . .	8.6	
Green Spring Junction, } Length of single track,	8.6	
Leased Roads.		
Shamokin Valley and Pottsville Rail- } Length of road,	28	28
road, from Sunbury Pa., to Mt. Car- } Length of single track,	28	28
mel, Pa.,		
Elmira and Williamsport railroad, from } Length of road, . . .	78	70
Williamsport, Pa., to Elmira, N. Y., } Length of single track,	78	70
Chemung railroad, (operated,) from } Length of road, . . .	22	
Elmira, N. Y., to Watkins, N. Y., . } Length of single track,	22	
Elmira, Jefferson, and Canandaigua rail- } Length of road,	47	
road, (operated,) from Watkins, N. } Length of single track,	47	
Y., to Canandaigua, N. Y.,		
Aggregate length of main line and branches,	146.6	102.4
Aggregate length of leased roads,	175	98
Aggregate length of sidings, and other track not above enumer- ated,	74.66	35.46
Aggregate length of main line, branches, leased roads, sidings, and other track,	396.26	235.50

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 83.34
Miles of steel rails in use, 217.81
Weight of rail per yard, } Iron, 56, 60 and 64 lbs.
 } Steel, 60 and 64 lbs,

Bridges and Trestles.

Number of bridges and trestles on whole line, 170
Wooden bridges, number of 80⁸/₉; aggregate length, . . . 9,239 feet.
Stone bridges, number of, 31; aggregate length, 570 feet.
Iron bridges, number of, 58¹/₉; aggregate length, 3,581 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Cumberland Valley railroad, at Bridgeport. Pennsylvania railroad, at Marysville. Summit Branch railroad, at Millersburg. Philadelphia and Reading, at Trevorton Junction. Shamokin Division, Northern Central railway, at Sunbury.

Stations.

Number of stations on main road, passenger and freight, .	54
Number of stations on branches, passenger and freight, .	7
Number of engine-houses and shops in Pennsylvania, 4 ;	
total number entire road,	5
Number of wood and water stations on main road, . . .	22
Number of wood and water stations on branches,	1
Number of tunnels, 2 ; aggregate length,	338 feet.

How is track laid and on what foundation? T rails, oak cross-ties, angle splices, stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	11	\$10,000	00
Number of locomotives of more than 30 tons weight,	109	10,000	00
Number of locomotives of more than 20 tons weight,	32	9,000	00
Number of first-class passenger cars,	60	4,000	00
Number of second-class passenger cars,	9	3,000	00
Number of baggage, mail, and express cars,	42	2,500	00
Number of freight cars: House cars, 1013; trucks, 527 ; total,	1,540	413	00
Number of coal, ore, and stone cars,	3,006	425	00
Number of caboose cars,	83	550	00

Average number of cars in passenger trains, including baggage cars,	5.1
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order,	154 tons.
Average weight of freight trains, including locomotive and tender, in working order,	800 tons.

Employees.

Average number of persons regularly employed by company, including officials,	2,186
Same in Pennsylvania,	797

DOINGS OF THE YEAR.

ransportation and total Miles Run.

Number of miles run by passenger trains,	642,058
Number of miles run by freight and coal trains,	2,064,121
Number of through passengers for the year on main road,	15,637
Number of passengers (all classes) carried in cars, . . .	1,109,061
Number of passengers carried one mile,	17,243,144
Number of passengers carried one mile in Pennsylvania, .	12,744,933
Number of tons of 2,000 pounds of through freight for the year on main road,	835,959
Number of tons of freight carried one mile,	272,299,044
Number of tons of freight carried one mile in Pennsylvania,	201,264,511

Gross amount of tonnage for the year, (2,000 pounds per ton,)	3,964,918
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, including stops, (miles per hour,)	21½
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10½

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	69,608	July, 1879,	124,236
February, 1879,	57,465	August, 1879,	124,872
March, 1879,	62,984	September, 1879,	130,199
April, 1879,	77,030	October, 1879,	109,829
May, 1879,	82,282	November, 1879,	89,474
June, 1879,	92,228	December, 1879,	88,854

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal, 1,319,940	Stone and lime,	60,234
Petroleum and other oils, 325,526	Agricultural products,	1,100,320
Pig iron, 77,369	Merchandise and manufactures,	562,911
Railroad iron, 48,706	Live stock,	33,777
Other iron or castings, 36,416	Lumber,	299,832
Iron and other ores, 77,897	Other articles,	21,990

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through and way passengers,	2 ¹³⁴ / ₁₀₀₀ cents
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The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, .	8 ¹⁵ / ₁₀₀₀ cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$29,957 06
February, 1879,			27,475 97
March, 1879,			29,696 86
April, 1879,			34,253 01
May, 1879,			35,373 96
June, 1879,			34,869 41
July, 1879,			41,831 42
August, 1879,			40,628 17
September, 1879,			38,772 79
October, 1879,			41,272 45
November, 1879,			33,828 82
December, 1879,			32,701 17
Total,			\$419,665 99

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$148,123 47
February, 1879,	153,678 41
March, 1879,	191,502 34
April, 1879,	198,570 55
May, 1879,	177,841 60
June, 1879,	162,697 20
July, 1879,	156,918 87
August, 1879,	143,919 81
September, 1879,	247,004 86
October, 1879,	231,056 86
November, 1879,	194,818 58
December, 1879,	218,315 76
Total,	\$2,219,443 31

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,	\$2,278 05	\$2,636 34	\$3,968 70	\$8,883 09
February, 1879,	2,278 05	2,646 48	4,457 99	9,382 52
March, 1879,	2,278 05	2,560 24	12,743 72	17,582 01
April, 1879,	2,278 05	283 59	7,207 39	9,769 03
May, 1879,	2,278 05	2,883 59	4,246 67	9,408 31
June, 1879,	2,278 05	3,217 36	10,874 61	16,870 02
July, 1879,	2,278 05	3,408 94	6,015 21	11,702 20
August, 1879,	2,278 05	2,967 56	5,323 66	10,569 27
September, 1879,	2,278 05	3,257 08	8,944 80	14,479 93
October, 1879,	2,278 05	4,322 66	4,686 97	11,287 68
November, 1879,	2,278 05	5,864 48	8,559 17	16,701 65
December, 1879,	2,278 05	10,092 79	21,942 52	34,312 36
Total,	\$27,336 60	\$44,141 06	\$98,971 41	\$170,449 07

Total passenger earnings for the year,	\$419,665 99
Total freight earnings for the year,	2,219,443 31
Total earnings from all other sources,	170,449 07
Total earnings for the year,	\$2,809,558 37
Total earnings from all sources on whole length of line,	\$2,809,558 37
Proportion of earnings in Pennsylvania to earnings of whole line,	2,076,630 10

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$117,938 78
New iron rails,	10,007 18
New steel rails,	50,570 27
Repairs of bridges,	71,785 58
Repairs of buildings and fixtures,	51,481 48
All other expenses for maintenance of way,	171,787 60
Total for maintenance of way,	\$473,570 89
Cost per mile of road kept in repair,	\$3,431 67
Proportion for Pennsylvania,	350,030 65

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$113,911	22
Repairs of tools and machinery,	15,406	15
Repairs of passenger, baggage, and mail cars,	52,817	43
Repairs of freight cars,	234,579	77
All other expenses for maintenance of motive power and cars,	86,889	33
Total for maintenance of motive power and cars,	\$503,603	90
Cost per mile of road operated,	\$3,649	30
Proportion for Pennsylvania,	372,228	97

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$137,603	20
Salaries, wages, and incidentals chargeable to freight department,	423,336	52
Wages of switchmen, signal-men, gate-keepers, and watchmen,	36,421	43
Fuel—wood,	5,090	61
Fuel—coal,	187,025	07
Oil, waste, and tallow,	16,685	88
Damages for injuries to persons,	287	70
Damages for loss of goods and baggage,	1,804	19
Taxes,	18,005	73
Insurance,	16,726	41
Telegraph expenses,	27,666	47
Amount paid for use of palace and sleeping cars,	13,905	30
Amount paid other corporations or individuals for use of all other cars,		
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	54,891	49
Total miscellaneous,	\$939,450	00
Amount per mile of road operated,	\$6,807	61
Proportion for Pennsylvania,	694,376	08
Total expenditures for operating the road,	1,916,624	79
Expenses per mile of the road operated,	13,888	58

EARNINGS.

Passenger transportation, local and through,	\$419,665	99
Freight transportation, local and through,	2,219,443	31
Mail service,	27,336	60
Express service,	44,141	06
Rents and miscellaneous receipts,	98,971	41
Total,	\$2,809,558	37
Operating Expenses.		
Maintenance of way and buildings,	\$473,570	89
Maintenance of motive power and cars,	503,603	90
Miscellaneous,	939,450	00
Total operating expenses, being 68.218 per cent. of earnings,	1,916,624	79
Net earnings,	\$892,933	58
Earnings per mile of road operated,	\$20,359	12
Expenses per mile of road operated,	13,888	58
Net earnings,	\$6,470	54

Summary of Income Account.

Net earnings, as above,	\$892,933	58
Add amount received from all other sources,	308,076	66
Total,	\$1,201,010	24
Paid interest on funded debt,	\$895,140 00	
Paid losses on leased roads and all charges,	141,875 59	
Total,	1,037,015	59
Net income for the year,	\$163,994	65

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company, and Central Express Company, at a fixed percentage of gross receipts.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? National Line, Peipher Line, Empire Line, Anchor Line, P. R. R. and A. V. R. R. Oil Line, Canada Southern Line. Conditions are arranged from time to time to meet the competition of other lines.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Pullman Palace Car Company. Parlor and sleeping cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation, \$194 29 per mile, dependent on amount of service performed. No contract made with Post Office Department.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$5,842,000 00
Balance for the year, or surplus, after payment of interest
on funded debt, rental of leased roads, and all charges, . 163,994 65

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				1		1
Employés,	2	2	6	10	5	12
Others,		1	3	6	6	7
Total,	2	3	9	17	11	20

Statement of each Accident.

January 14, 1879. Oliver Houghton, brakeman ; left hand injured, coupling cars at Sunbury.

January 23. Bernard Bottomweiser, struck by freight train near Shrewsbury ; leg broken.

January 23. Mrs. Catharine Miller, struck by passenger train near York ; killed.

February 8. George W. Taylor, a tramp, from Greenboro', Vermont, while stealing a ride on a freight train, was overcome with cold, and fell off at Millersburg ; his leg was crushed, and back injured.

February 17. Nathan Scholl, residence, Lewisburg, Union county, Pennsylvania ; was struck, and instantly killed, while walking on the track, by day express east, near Clark's Ferry.

March 12. Ezra Stieger, employé ; two fingers mashed, while coupling cars at New Freedom.

March 17. Charles Delevingne, employé ; killed by collision between freight trains, at Haldeman's curve.

March 26. William Halfpenny, brakeman ; had nose broken, eye cut, and face bruised ; caught between engine-tank and car while jumping from car.

April 6. Lewis Jackson, employé ; foot mashed ; fell between freight cars at York.

April 23. J. Sheivel, struck by freight train at Shrewsbury ; body injured slightly.

May 1. Unknown man, found dead by side of track, near Glen Rock.

May 7. Thomas Cooper, residence, Armstrong Valley, Dauphin county, Pennsylvania ; right foot and ankle badly injured, while attempting to get on freight train, at Clark's Ferry.

May 13. George Eisley, residence, Sunbury ; while stealing a ride on freight train, had his right leg slightly bruised, at Millersburg.

May 22. E. Smithman, struck by freight engine at Shrewsbury ; arm broken, and head cut.

May 26. James Dacy, struck by a pole moved by a freight train, while loading car at York ; leg broken.

June 15. J. E. Hendrix, employé; lost from freight train at Conewago, and found injured; fatal.

July 19. William H. Kell, employé; arm bruised, while coupling cars at Marysville.

July 22. William Ellinger, struck by passenger train near York; killed.

July 31. P. H. Bandel, hand mashed, while coupling cars at York.

August 6. N. M. Bortner, employé; struck stand-pipe, while getting on train at York; shoulder bone broken.

August 9. George Mantz, brakeman; left hand injured, coupling cars at Sunbury.

September 10. Jacob Farnsworth, employé; arm mashed, while uncoupling cars at York.

September 16. J. W. Shertzer, employé; arm mashed, while uncoupling cars at York.

September 19. Samuel Hedrick, employé; struck by passenger train, while working on track, at Glen Rock; killed.

October 14. Uriah Foulke, brakeman; was caught, while passing between cars at Sunbury, and crushed; he died about two hours after, from effects of injuries received.

November 1. Edward Frankenstein, run over by freight train, at Bridgeport; fatal.

November 18. Andrew Wilhelm, employé; struck by engine, while working on track, at New Freedom; killed.

November 19. Unknown man, near Shrewsbury; supposed to have been struck by a freight train; found dead on track.

December 1. Daniel St. Clair, a resident of Lower Augusta township, Northumberland county, Pennsylvania; passenger on fast line west; slightly injured in jumping from train.

December 7. Adam Glace, brakeman; foot caught in frog, in Sunbury yard, and was run over; it was badly bruised.

December 15. Richard E. Druckemiller, brakeman; left leg badly bruised, while getting on train, at Harrisburg.

STATE OF MARYLAND, }
 City of Baltimore, } ss:

Personally appeared before me, J. S. Leib, treasurer, of the Northern Central Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

J. S. LEIB, *Treasurer.*

Sworn and subscribed to before me, this 19th day of February, A. D. 1880

G. E. SANGSTON, *Notary Public.*

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, A. J. Cassatt, vice president, of the Northern Central Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,) A. J. CASSATT, Vice President.

Sworn and subscribed before me, this 18th day of February, A. D. 1880.
JNO. C. SIMS, Jr., Notary Public.

REPORT

OF THE

New Castle and Franklin Railroad Company, for the
year ending December 31, 1879.

OFFICERS.

Names.	Residences.
Cyrus Clarke, President,	New Castle, Pa.
Jeremiah Bonner, Vice President,	Stoneboro', Pa.
John M. Power, Secretary,	New Castle, Pa.
Jeremiah Brown, Treasurer,	Stoneboro', Pa.
A. Vandivort, Chief Engineer, General Manager, and General Superintendent,	New Castle, Pa.
General offices at New Castle, Pa.	

Names of Directors.	Residences.
A. L. Crawford,	New Castle, Pa.
R. W. Cunningham,	New Castle, Pa.
W. Y. Greer,	New Castle, Pa.
A. P. Moore,	New Wilmington, Pa.
S. R. Mason,	Mercer, Pa.
B. Magoffin, junior,	Mercer, Pa.
George V. Boyles,	New Castle, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company, increased to,	400,000	00
Capital stock, amount subscribed, \$312,050; for construction, \$56,965,	369,015	00
Capital stock paid in by last report,	335,150	00
Capital stock, total amount now paid in,	339,414	87
Capital stock, number of shares issued, 6,635		
Capital stock, amount paid in on each share,	45	99
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1902, bear interest at seven per cent., which is payable semi-annually,) amount,	\$554,000	00
Second mortgage bonds, (due January 1, 1877, bear interest at six per cent., which is payable semi-annually,) amount,	9,032	75
Total amount now of funded debt,	\$563,032	75
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$164,877 40 12,192 91	
	\$176,570 31	
Debt incurred for any other purpose,	96,941 67	
The amount now of floating debt,	273,511	98
Total amount now of floating and funded debt,	\$836,544	73
Funded debt as per last report,	\$554,000 00	
Floating debt as per last report,	199,303 34	

COST.

Total cost of entire equipment,	\$56,202	26
Average cost of equipment per mile of road operated by company, .	1,550	40
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from New Castle to Stoneboro', Pa., . . .	36 $\frac{1}{4}$	36 $\frac{1}{4}$
Length of single main track,	36 $\frac{1}{4}$	36 $\frac{1}{4}$
Branches.		
Jackson Coal branch, from Garvin's to . . .	Length of branch, . .	1 $\frac{3}{4}$
Jackson coal mines,	Length of single track, . .	1 $\frac{3}{4}$
Aggregate length of main line and branches,	38	38
Aggregate length of sidings and other track, not above enumerated,	1 $\frac{5}{16}$	1 $\frac{5}{16}$
Aggregate length of main line, branches, leased roads, sidings, and other track,	39 $\frac{1}{16}$	39 $\frac{1}{16}$

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 89.8
Weight of rail per yard, iron, 56 pounds.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, A. J. Cassatt, vice president, of the Northern Central Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,) A. J. CASSATT, Vice President.

Sworn and subscribed before me, this 18th day of February, A. D. 1880.
JNO. C. SIMS, Jr., Notary Public.

REPORT

OF THE

New Castle and Franklin Railroad Company, for the
year ending December 31, 1879.

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A. P. Moore,	New Wilmington, Pa.
S. R. Mason,	Mercer, Pa.
B. Magoffin, junior,	Mercer, Pa.
George V. Boyles,	New Castle, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company, increased to,	400,000	00
Capital stock, amount subscribed, \$312,050; for construction, \$56,965,	369,015	00
Capital stock paid in by last report,	335,150	00
Capital stock, total amount now paid in,	339,414	87
Capital stock, number of shares issued,	6,635	
Capital stock, amount paid in on each share,	45	99
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1902, bear interest at seven per cent., which is payable semi-annually,) amount,	\$554,000	00
Second mortgage bonds, (due January 1, 1877, bear interest at six per cent., which is payable semi-annually,) amount,	9,032	75
Total amount now of funded debt,	\$563,032	75
Floating Debt.		
Unfunded debt, incurred for construction, equipment, } \$164,377 40		
or purchase of property, }		
	12,192 91	
	\$176,570 81	
Debt incurred for any other purpose,	96,941 67	
The amount now of floating debt,	273,511	98
Total amount now of floating and funded debt,	\$836,544	73
Funded debt as per last report,	\$554,000 00	
Floating debt as per last report,	199,303 34	

COST.

Total cost of entire equipment,	\$56,202	26
Average cost of equipment per mile of road operated by company, .	1,550	40
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from New Castle to Stoneboro', Pa., . . .	36 ¹ / ₄	36 ¹ / ₄
Length of single main track,	36 ¹ / ₄	36 ¹ / ₄
Branches.		
Jackson Coal branch, from Garvin's to } Length of branch, . .	1 ³ / ₄	1 ³ / ₄
Jackson coal mines, }	Length of single track,	
	1 ³ / ₄	1 ³ / ₄
Aggregate length of main line and branches,	38	38
Aggregate length of sidings and other track, not above enumer- ated,	1 ⁵ / ₁₆	1 ⁵ / ₁₆
Aggregate length of main line, branches, leased roads, sidings, and other track,	39 ⁵ / ₁₆	39 ⁵ / ₁₆

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 89.8

Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	8
Wooden bridges, number of, 7 ; aggregate length,	931 feet.
Wooden trestles, number of, 1 ; aggregate length,	1 20 feet

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Shenango and Allegheny railroad, at Mercer, Pennsylvania ; Mercer Iron and Coal Company railroad, near Stoneboro'.

Stations.

Number of stations on main road, passenger and freight, .	19
Number of stations on branches, passenger and freight,	1
Number of engine-houses and shops in Pennsylvania, 2 ;	
total number entire road,	2
Number of water stations on main road,	3
Value of real estate held by the company, exclusive of road-way : Embraced in construction account.	
How is track laid, and on what foundation? Oak ties, gravel ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . .	1	
Number of locomotives of more than 20 tons weight, . . .	2	
Number of second-class passenger cars,	2	
Number of coal, ore, and stone cars,	28	
Number of caboose cars,	1	

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	8
Average weight of passenger trains, including locomotive and tender, in working order,	80 tons.
Average weight of freight trains, including locomotive and tender, in working order,	120 tons.

Employees.

Average number of persons regularly employed by company, including officials,	53
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DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	23,550
Number of miles run by freight trains,	28,150
Number of through passengers for the year on main road,	3,469
Number of passengers (all classes) carried in cars, . . .	32,791
Number of passenger carried one mile,	541,052
Number of passengers carried one mile in Pennsylvania, .	541,052

Number of tons of 2,000 pounds of through freight for the year on main road,	24,524
Number of tons of freight carried one mile,	1,280,675
Number of tons of freight carried one mile in Pennsylvania,	1,280,675
Gross amount of tonnage for the year, (2,000 pounds per ton,)	68,692
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	1,941	July, 1879,	2,378
February, 1879,	1,880	August, 1879,	3,107
March, 1879,	2,632	September, 1879,	3,475
April, 1879,	2,742	October, 1879,	3,228
May, 1879,	2,500	November, 1879,	2,472
June, 1879,	2,578	December, 1879,	3,858

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	35,439	Agricultural products,	278
Petroleum and other oils,	451	Merchandise and manufactures, . .	4,420
Pig iron,	46	Live stock,	673
Other iron or castings,	7,270	Lumber,	8,660
Iron and other ores,	10,812	Other articles: Flour and grain, . .	1,143

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.

The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	1.59 cents.
For through coal, per ton per mile,	1 cent.
For local freight,	3.61 cents.
For local coal,	2 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$261	96	\$785	89	\$1,047	85
February, 1879,	253	80	761	40	1,015	20
March, 1879,	355	23	1,065	67	1,420	90
April, 1879,	370	17	1,110	53	1,480	70
May, 1879,	337	59	1,012	76	1,350	35
June, 1879,	384	04	1,044	11	1,392	15
July, 1879,	380	60	1,091	75	1,472	35
August, 1879,	292	60	1,287	22	1,579	82
September, 1879,	385	98	1,452	17	1,838	15
October, 1879,	365	20	1,447	88	1,813	08
November, 1879,	230	41	1,127	89	1,358	30
December 1879,	454	74	1,498	45	1,953	19
Total,	\$4,036	32	\$13,685	72	\$17,722	04

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$336	89	\$1,484	25	\$1,821	14
February, 1879,	643	68	1,223	67	1,867	35
March, 1879,	741	46	1,373	49	2,114	95
April, 1879,	1,019	52	1,748	31	2,767	83
May, 1879,	915	42	1,360	15	2,275	57
June, 1879,	744	38	1,258	92	2,003	30
July, 1879,	1,318	71	1,342	71	2,661	42
August, 1879,	1,489	19	1,242	08	2,731	27
September, 1879,	1,324	76	1,561	86	3,386	62
October, 1879,	1,526	18	1,506	15	3,032	33
November, 1879,	1,239	54	1,364	58	2,604	12
December, 1879,	914	37	1,804	38	2,718	75
Total,	\$12,714	10	\$17,270	55	\$29,984	65

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$129	99	\$14	50	. . . . .	. . .	\$144	99
February, 1879,	130	00	10	72	\$7	12	147	84
March, 1879,	130	00	13	26	76	00	219	26
April, 1879,	130	00	17	98	202	00	349	98
May, 1879,	130	00	25	50	137	50	293	00
June, 1879,	129	99	30	58	74	50	235	07
July, 1879,	129	99	33	75	399	07	562	81
August, 1879,	130	00	23	40	463	82	617	22
September, 1879,	130	00	48	15	463	17	641	32
October, 1879,	130	00	39	60	370	57	540	17
November, 1879,	130	00	44	34	668	92	843	26
December, 1879,	117	49	76	51	704	55	898	45
Total,	\$1,547	46	\$378	29	\$3,567	12	\$5,492	87

Total passenger earnings for the year,	\$17,722	04
Total freight earnings for the year,	29,984	65
Total earnings from all other sources,	5,492	87
Total earnings for the year,	\$53,199	56
Total receipts from all sources on whole length of line,	\$53,199	56

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$148	22
Engine-houses, car sheds, wood and coal sheds, and water tanks,	1,226	16
New freight cars; number, 13,	3,900	00
Total,	\$5,274	38

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,084	13
Repairs of bridges,	88	72
Repairs of buildings and fixtures,	24	48
Repairs of fences,	51	17
All other expenses for maintenance of way,	755	79
Total for maintenance of way,	\$6,934	29
Cost per mile of road kept in repair,	\$182	48

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,256	92
Repairs of machinery,	80	96
Repairs of passenger, baggage, and mail cars,	266	41
Repairs of freight cars,	511	09
Total for maintenance of motive power and cars,	\$2,115	38
Cost per mile of road operated,	\$55	67
Proportion for Pennsylvania,	55	67

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	From January 1 to June 1, per old cash book,	\$2,574	97
	From July 1,	3,970	87
Wages of switchmen, signal-men, gate-keepers, and watchmen,		140	20
Fuel,		1,698	84
Oil and waste,		243	00
Damages for loss of goods and baggage,		16	08
Taxes,		522	83
Amount paid other corporations or individuals for use of all other cars,		2,637	51
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		5,026	40
Total miscellaneous,		\$16,830	70
Amount per mile of road operated,		\$442	91
Total expenditures for operating the road,		31,154	75
Total charged to road and equipment,		5,274	38
Expenses per mile of the road operated,		819	86
Expenses per mile of single track operated, not including sidings,		819	86
Expenses per train mile,			50
Proportion for Pennsylvania,	All.		

EARNINGS.

Passenger transportation, local,	\$18,685 72	} Total,	\$17,722	04
Passenger transportation, through,	4,036 32			
Freight transportation, local,	17,270 55	} Total,	29,984	65
Freight transportation, through,	12,714 10			
Mail service,			1,547	46
Express service,			378	29
All other sources of income,			3,567	12
Total,			\$53,199	56

Operating Expenses.			
Maintenance of way and buildings,	{ First six months, per old cash book,	\$15,084	42
Maintenance of motive power and cars,			
Miscellaneous,			
	{ Last six months, per W. C. Quincy, receiver,	16,070	33
Total operating expenses, \$25,880 37, being 48 ⁶ / ₁₀₀ per cent. of earnings.			
Net earnings,		22,044	81
Earnings per mile of road operated,		\$1,399	99
Expenses per mile of road operated,		819	86
Net earnings,		580	13

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Union Express Company; fifty per cent. over freight tariff.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$389 99 per quarter.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	.	1
Others,
Total,	1	.	1

Statement of each Accident.

Oliver Irwin, brakeman; injured at New Castle, September 9; coupling freight car to engine; no bones broken.

STATE OF PENNSYLVANIA, }
County of Lawrence, } ss :

Personally appeared before me, A. Vandivort, superintendent, of the New Castle and Franklin Railroad Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,) A. VANDIVORT, Superintendent.

Sworn and subscribed before me, this 24th day of March, A. D. 1880.
J. HAUS, Alderman.

R E P O R T
OF THE
*Olean, Bradford and Warren Railway Company for
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
B. D. Hamlin, President,	Smethport, Pa.
George B. Gates, Vice President,	Buffalo, N. Y.
C. S. Cary, Secretary,	Olean, N. Y.
F. S. Buell, Treasurer,	Buffalo, N. Y.
C. S. Cary, General Manager,	Olean, N. Y.
J. W. Watson, General Superintendent,	Olean, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
S. S. Jewett,	Buffalo, N. Y.
George B. Gates,	Buffalo, N. Y.
W. H. Glenney,	Buffalo, N. Y.
W. R. Davenport,	Erie, Pa.
C. S. Cary,	Olean, N. Y.
B. D. Hamlin,	Smethport, Pa.
E. J. Ralph,	Emporium, Pa.
W. G. Robarts,	Eldred, Pa.
George Bradley,	Eldred, Pa.
D. R. Hamlin,	Smethport, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued, 1,500		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

<i>Floating Debt.</i>		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$750	
The amount now of floating debt,	\$750	00

COST.

Total cost of entire road to date, including equipment,	\$135,816	62
Average of same per mile of road laid,	12,934	92
Proportion of same for Pennsylvania,	185,816	62

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from State line to Bradford, Pa.,		10.43
Aggregate length of main line and branches,		10.43

Gauge.

What is the gauge of your lines ? 4 feet.

Track.

Miles of iron rail in use, 10.43
Weight of rail per yard, iron, 40 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 14
Wooden bridges, number of, 1 ; aggregate length, 72 feet.
Wooden trestles, number of, 13 ; aggregate length, 2,556 feet.

Stations.

Number of stations on main road, passenger and freight, 8
Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 2
Number of wood and water stations on main road, 1

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	3	\$5,500
Number of first-class passenger cars,	2	
Number of second-class passenger cars,	2	
Number of baggage, mail, and express cars,	2	
Number of freight cars, { House cars, 10, }	50	
{ Trucks, . . 40, }		
Number of coal, ore, and stone cars,	32	
Number of caboose cars,	1	

Average number of cars in passenger trains, including
baggage cars, 3
Average number of cars in freight trains, 5
Average weight of passenger trains, including locomotive
and tender, in working order, 30 tons.
Average weight of freight trains, including locomotive and
tender, in working order, 40 tons.

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	33,804
Number of miles run by freight and coal trains,	12,520
Number of passengers (all classes) carried in cars,	151,838
Number of passengers carried one mile,	1,094,064
Number of passengers carried one mile in Pennsylvania,	1,094,064
Number of tons of freight carried one mile in Pennsylvania,	257,607
Gross amount of tonnage for the year, (2,000 pounds per ton,)	18,195
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	7,186	July, 1879,	15,598
February, 1879,	7,739	August, 1879,	13,881
March, 1879,	14,239	September, 1879,	11,552
April, 1879,	15,266	October, 1879,	11,003
May, 1879,	16,338	November, 1879,	10,966
June, 1879,	15,119	December, 1879,	12,951

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal,	2,125	Merchandise and manufactures,	3,868
Other iron or castings,	4,539	Lumber,	6,340
Stone and lime,	73	Other articles,	813
Agricultural products,	937		

The Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3 cents.
For first-class way passengers,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$2,540 70	
February, 1879,		2,754 25	
March, 1879,		3,857 98	
April, 1879,		4,006 44	
May, 1879,		4,435 12	
June, 1879,		4,044 51	
July, 1879,		4,048 61	
August, 1879,		3,724 23	
September, 1879,		3,061 36	
October, 1879,		3,006 96	
November, 1879,		2,872 56	
December, 1879,		3,496 73	
Total,		\$41,849 45	

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$2,004	69	.	.
February, 1879,	2,055	68	.	.
March, 1879,	3,577	35	.	.
April, 1879,	4,098	15	.	.
May, 1879,	2,955	76	.	.
June, 1879,	2,338	74	.	.
July, 1879,	1,807	29	.	.
August, 1879,	1,759	70	.	.
September, 1879,	1,633	33	.	.
October, 1879,	1,975	92	.	.
November, 1879,	2,016	04	.	.
December 1879,	2,823	85	.	.
Total,	\$29,046	50	.	.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	.	.	\$108	41	\$29	16	\$187	57
February, 1879, . . . . .	.	.	119	24	29	17	148	41
March, 1879, . . . . .	.	.	185	84	162	05	347	89
April, 1879, . . . . .	.	.	260	59	339	10	599	69
May, 1879, . . . . .	.	.	247	00	30	25	277	25
June, 1879, . . . . .	.	.	198	86	25	00	223	86
July, 1879, . . . . .	.	.	173	94	83	04	256	98
August, 1879, . . . . .	.	.	136	36	127	87	264	23
September, 1879,	\$201	64	135	07	26	25	362	96
October, 1879, . . . . .	.	.	115	64	25	00	140	64
November, 1879,	120	52	144	71	732	02	997	25
December, 1879, . . . . .	.	.	156	29	986	71	1,143	00
Total,	\$322	16	\$1,981	95	\$2,595	62	\$4,899	73

Total passenger earnings for the year,	\$41,849	45
Total freight earnings for the year,	29,046	50
Total earnings from all other sources,	4,899	73
Total earnings for the year,	\$75,795	68
Total receipts from all sources on whole length of line,	\$75,795	68

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$2,168	00
New machine shops, machinery, and tools,	1,045	00
Any other expenditures chargeable to this account,	38	50
Total,	\$3,251	50
Proportion for Pennsylvania,	3,251	50

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$6,139	87
New iron rails,	1,118	10
Repairs of bridges,	988	16
Repairs of fences,	108	50
All other expenses for maintenance of way,	1,159	17
Total for maintainance of way,	\$9,458	80

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,825	53
Repairs of machinery,	252	69
Repairs of passenger, baggage, and mail cars,	503	52
Repairs of freight cars,	290	89
All other expenses for maintenance of motive power and cars,	1,536	36
Total for maintenance of motive power and cars,	\$4,408	99

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger departments,	\$7,387	87
Salaries, wages, and incidentals chargeable to freight department,	9,381	82
Wages of switchmen, signal-men, gate-keepers, and watchmen,	95	00
Fuel,	3,255	44
Oil and waste,	525	68
Damages for cattle killed or injured,	159	94
Damage, for loss of goods and baggage,	434	08
Taxes,	857	22
Insurance,	110	63
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	3,380	21
Total miscellaneous,	\$25,587	84
Total expenditures for operating the road,	\$39,455	63
Total charge to road and equipment,	3,251	50

EARNINGS.

Passenger transportation, local and through,	\$41,849	45
Freight transportation, local and through,	29,046	50
Mail service,	322	16
Express service,	1,981	95
All other sources of income,	2,595	62
Total,	\$75,795	68
Operating Expenses.		
Maintenance of way and buildings,	\$9,458	80
Maintenance of motive power and cars,	4,408	99
Miscellaneous,	25,587	84
Total operating expenses, being 48 per cent. of earnings,	39,455	63
Net earnings over and above operating expenses,	\$36,340	05

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? American Express Company, who pay first-class rates, and fifty per cent. added between stations.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Pay by weight, as per act of Congress and regulations of post office department.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$150,000 00
Rate and date of all cash dividends on stock of original and consolidated companies: July 3, 1879, two per cent.; August 4, 1879, two per cent.; September 3, 1879, two per cent.; October 3, 1879, two per cent.; November 5, 1879, two per cent.; December 1, 1879, two per cent.

Number and per cent. of dividends: Six of two per cent.		
Amount paid in dividends,	\$18,000	00
Balance for the year, or surplus,	9,346	67
Total surplus,	9,346	67
Surplus invested as follows:		
Cash on hand,	9,346	67

STATE OF NEW YORK, }
County of Cattaraugus, } ss:

Personally appeared before me, Charles S. Cary, general manager, of the Olean, Bradford and Warren Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) CHARLES S. CARY, General Manager.

Sworn and subscribed before me this 30th day of January, A. D. 1880.
FRANK RUMSEY, Notary Public.

STATE OF NEW YORK, }
County of Erie, } ss:

Personally appeared before me, Franklin S. Buell, treasurer, of the Olean, Bradford and Warren Railway Company, who, being duly sworn, did depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declares them to be a true, full, and correct statement of the con

dition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.
(Signed) FRANKLIN S. BUELL.

Sworn before me this 2d day of February, A. D. 1880.
PHILIP JOYCE,
Notary Public in and for Erie county, New York.

REPORT

OF THE

Oil City and Ridgway Railroad Company, for the year ending 1879.

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
Simon Row, Secretary and Treasurer,	Bethlehem, Pa.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Oil City to Cranberry mines,	6	

Gauge.
What is the gauge of your lines? 4 feet 10½ in.

Track.
Miles of iron rail in use, 6½

Crossings.
Number of crossings of highways, at grade, in this Commonwealth, 5
Number of crossings at which there are neither gates nor flagmen, 5

Stations.
Number of stations on main road, passenger and freight, . 5
Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 1
Number of wood and water stations on main road, . . . 1

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight,	1	\$11,000	00
Number of coal, ore, and stone cars,	30		
Number of caboose cars,	1		

Employees.

Average number of persons regularly employed by company, including officials,	5
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DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by coal trains,	6,000
Gross amount of tonnage for the year, (2,000 pounds per ton,)	5,490
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	5,490
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The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
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EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$80	00
Repairs of bridges,	20	00
Total for maintenance of way,	\$100	00
Cost per mile of road kept in repair,	\$16	66

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$77	00
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Miscellaneous.

Salaries, wages, and incidentals chargeable to freight department, . .	\$450	00
Oil and waste,	25	00
Damages for cattle killed or injured,	30	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	50	00

There are a good many items we make no account of, and can give no definite answer.

I am only lessee. The president and treasurer live in Bethlehem, and can give you information in regard to the cost of road, bonds, stock, &c.

JAMES KENNEDY.

REPORT
OF THE
Peach Bottom Railway Company, for the year ending
December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles R. McConkey, President,	Peach Bottom, Pa.
Samuel Dickey, Vice President,	Oxford, Pa.
William Wallace, Secretary,	York, Pa.
A. C. Manifold, Treasurer,	Hopewell Center, Pa.
John Blackford, General Solicitor,	York, Pa.
Samuel M. Manifold, Middle Division Superintendent,	York, Pa.
John A. Alexander, Eastern Division Superintendent,	Oxford, Pa.

General offices at York, Pa., and Oxford, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Dickey,	Oxford, Pa.
John A. Alexander,	Oxford, Pa.
William Wallace,	York, Pa.
W. Latimer Small,	York, Pa.
Michael Schall,	York, Pa.
A. C. Manifold,	Hopewell Center, Pa.
John Humphrey,	West Bangor, Pa.
William G. Ross,	Airville, Pa.
J. P. Ambler,	Fulton House, Pa.
R. B. Patterson,	Spruce Grove, Pa.
Dr. C. H. Stubbs,	Wakefield, Pa.
Isaac Bradley,	Wakefield, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	271,600	00
Capital stock paid in by last report,	221,847	87
Capital stock, total amount now paid in,	225,914	55
Capital stock, number of shares issued,	4,461	
Capital stock, amount paid in on each share, about,	83	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.	
First mortgage bonds, (due 1903, bear interest at five per cent., which is payable semi-annually May and November,) Middle division, amount,	\$323,600 00
First mortgage bonds, (due 1903, bear interest at seven per cent., which is payable January and July,) Eastern division, amount,	127,800 00
Total amount now of funded debt,	\$451,400 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property:	
Middle division,	\$77,879 00
Eastern division,	13,225 00
The amount now of floating debt,	91,104 00
Total amount now of floating and funded debt,	\$542,504 00
Funded debt as per last report,	\$451,400 00
Floating debt as per last report,	103,772 00

COST.

Total cost of entire equipment,	\$73,040 00
Average cost of equipment per mile of road operated by company,	328 00
Proportion of same for Pennsylvania, All.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from York, Pa., to Oxford, Pa.,	60	60
Length of single main track,	55	55
Aggregate length of main line and branches,	60	60
Aggregate length of sidings and other track not above enumerated,	2 ¹ / ₈	2 ¹ / ₈
Aggregate length of main line, branches, leased roads, sidings, and other track,	57 ¹ / ₈	57 ¹ / ₈
Length of track laid, if not completed,	55	55

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 57.8
 Weight of rail per yard, iron, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 34
 Wooden bridges, number of, 18; aggregate length, 924 feet.
 Wooden trestles, number of, 15; aggregate length, 2,058 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Philadelphia and Baltimore Central railroad, at Oxford, Pennsylvania.

Stations.

Number of stations on main road: Passenger, 36; freight, 38; total, 38
Number of engine-houses and shops in Pennsylvania, 4; total number entire road, 4
Number of wood and water stations on main road, 6
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$36,000 00
How is track laid, and on what foundation? Eleven miles stone ballasted, balance gravel.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight,	1	\$7,000	00
Number of locomotives of more than 10 tons weight,	5	6,100	00
Number of first-class passenger cars,	3	2,700	00
Number of second-class passenger cars,	6	1,425	00.
Number of baggage, mail, and express cars,	2	1,200	00
Number of freight cars; House cars, 8; trucks, 6; total, . .	14	307	00
Number of coal, ore, and stone cars,	27	300	00

Average number of cars in passenger trains, including baggage cars, 3
Average number of cars in freight trains, 5
Average weight of passenger trains, including locomotive and tender, in working order, 50 tons.
Average weight of freight trains, including locomotive and tender, in working order, 80 tons.

Employees.

Average number of persons regularly employed by company, including officials, 50
Same in Pennsylvania, 50

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of passengers (all classes) carried in cars, 47,670
Number of tons of 2,000 pounds of through freight for the year, on main road, 22,624
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 15
Average rate of speed adopted by freight trains, including stops, (miles per hour,) 10

Amount of Freight, specifying the quantity in tons of 2000 pounds.

Anthracite coal,	653 ¹ / ₂	Agricultural products,	1,991 ¹ / ₂
Roofing slate,	2,227 ¹ / ₂	Merchandise and manufactures, .	1,773 ¹ / ₂
Cross-ties,	895	Fertilizers,	2,082 ¹ / ₂
Wood,	4,470	Lumber,	811 ¹ / ₂
Bark,	288 ¹ / ₂	Other articles,	4,576
Stone and lime,	2,854		

Rate of fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	3 cents.
For second-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For local freight, per ton per mile,	4 cents.
For local coal, per ton per mile,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Eastern Div.		Middle Div.		Total.	
January, 1879,	\$211	46	\$806	36	\$1,017	82
February, 1879,	176	71	643	44	820	15
March, 1879,	223	51	935	23	1,158	74
April, 1879,	190	63	910	65	1,101	28
May, 1879,	190	24	981	51	1,171	75
June, 1879,	219	50	1,272	17	1,491	67
July, 1879,	220	76	1,329	49	1,550	25
August, 1879,	228	49	1,188	22	1,416	71
September, 1879,	222	50	789	33	1,011	83
October, 1879,	213	11	1,445	19	1,658	30
November, 1879,	221	45	648	33	864	78
December, 1879,	206	32	796	09	1,002	41
Total,	\$2,524	68	\$11,741	01	\$14,265	69

From Transportation of Freight.

MONTHS.	Eastern Div.		Middle Div.		Total.	
January, 1879,	\$357	80	\$1,274	59	\$1,631	89
February, 1879,	365	07	1,072	40	1,437	47
March, 1879,	337	45	1,374	48	1,711	93
April, 1879,	413	56	2,077	48	2,491	04
May, 1879,	377	99	2,095	69	2,473	68
June, 1879,	239	53	1,776	96	2,016	49
July, 1879,	272	00	1,334	60	1,606	60
August, 1879,	426	77	1,688	45	2,115	22
September, 1879,	367	28	2,153	71	2,520	99
October, 1879,	331	75	1,604	86	1,936	61
November, 1879,	200	04	1,502	22	1,702	26
December, 1879,	205	10	1,256	07	1,461	17
Total,	\$3,893	84	\$19,211	51	\$23,105	35

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$199	45	.	.	.	.	.	.
February, 1879, . .	199	45	.	.	.	.	.	.
March, 1879, . . .	199	45	.	.	.	.	.	.
April, 1879, . . .	199	45	.	.	.	.	.	.
May, 1879, . . .	199	45	.	.	.	.	.	.
June, 1879, . . .	199	45	.	.	.	.	.	.
July, 1879, . . .	199	45	.	.	.	.	.	.
August, 1879, . . .	199	45	.	.	.	.	.	.
September, 1879, .	199	45	.	.	.	.	.	.
October, 1879, . .	199	45	.	.	.	.	.	.
November, 1879, .	199	45	.	.	.	.	.	.
December, 1879, .	199	45	.	.	\$210	00	.	.
Total,	\$2,393	40	.	.	\$210	00	\$2,603	40

Total passenger earnings for the year,	\$14,265	69
Total freight earnings for the year,	23,105	35
Total earnings from all other sources,	2,603	40
Total earnings for the year,	\$39,974	44
Total receipts from all sources on whole length of line,	\$39,974	44
Proportion of earnings in Pennsylvania to earnings of whole line: All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$2,734	34
Total,	\$2,734	34
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$4,306	63
New iron rails, number of tons, 6,	342	00
Total for maintenance of way,	\$4,648	63
Cost per mile of road kept in repair, All.	\$132	76
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Total for maintenance of motive power and cars,	\$1,255	45
Cost per mile of road operated,	35	79
Proportion for Pennsylvania, All.		

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$5,529	78
Fuel—coal and wood,	2,197	70
Oil and waste,	351	36
Taxes and insurance,	189	73
Transfer expenses,	95	44
Miscellaneous,	347	91
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, .	2,963	08
Total miscellaneous,	\$11,675	00
Amount per mile of road operated,	\$336	43
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	17,576	08
Total charged to road and equipment,	2,734	34

STATE OF PENNSYLVANIA, }
County of York, } ss :

Personally appeared before me, Charles R. McConkey, president, and William Wallace, treasurer, of the Peach Bottom Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) CHARLES R. McCONKEY *President.*
WILLIAM WALLACE *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.
G. BEAVERSON, *Justice of the Peace.*

REPORT
OF THE
*Pennsylvania Railroad Company, for the year ending
December, 31, 1879.*

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
George B. Roberts, First Vice President,	Philadelphia.
Edmund Smith, Second Vice President,	Philadelphia.
A. J. Cassatt, Third Vice President,	Philadelphia.
Joseph Lesley, Secretary,	Philadelphia.
John D. Taylor, Treasurer,	Philadelphia.
John Scott, General Solicitor,	Philadelphia.
William H. Brown, Chief Engineer of Maintenance of Way,	Philadelphia.
Frank Thomson, General Manager,	Philadelphia.

<i>Names.</i>	<i>Residences.</i>
Charles E. Pugh, General Superintendent,	Altoona, Pa.
William F. Lockard, Division Superintendent,	West Philadelphia.
S. M. Prevost, Division Superintendent,	Harrisburg, Pa.
Robert Pitcairn, Division Superintendent,	Pittsburgh, Pa.
General offices at 223 South Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott,	Philadelphia
Josiah Bacon,	Philadelphia.
Wistar Morris,	Philadelphia.
John M. Kennedy,	Philadelphia.
Samuel M. Felhn,	Philadelphia.
Alexander Biddle,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Henry M. Phillips,	Philadelphia.
D. B. Cummins,	Philadelphia.
Henry D. Welsh,	Philadelphia.
Alexander M. Fox,	Philadelphia.
John Price Wetherill,	Philadelphia.
William L. Elkins,	Philadelphia.
George B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
A. J. Cassatt,	Philadelphia

CAPITAL STOCK.

Capital stock authorized by law,	\$151,700,000	00
Capital stock authorized by votes of company,	79,243,450	00
Capital stock, amount subscribed,	68,870,200	00
Capital stock paid in by last report,	68,870,200	00
Capital stock, total amount now paid in,	68,870,200	00
Capital stock, number of shares issued,	1,377,404	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1880, bear interest at six per cent., which is payable semi-annually,) amount,	\$4,970,000	00
General mortgage bonds, (due 1910, bear interest at six per cent., which is payable semi-annually,) amount,	19,999,760	00
Consolidated mortgage bonds, (due 1905, bear interest at six per cent., which is payable, coupons semi-annually, registered quarterly,) amount,	28,901,540	00
Navy-yard mortgage bonds, (due 1881, bear interest at six per cent., which is payable semi-annually,) amount,	1,000,000	00
Total amount now of funded debt,	\$54,871,300	00
Floating Debt.		
Bills payable,	\$1,040,000	00
The amount now of floating debt,	1,040,000	00
Total amount now of floating and funded debt,	\$55,911,300	00
Funded debt as per last report,	\$55,114,760	00
Floating debt as per last report,	950,000	00
Total cash realized from capital stock and debt,	\$124,781,500	00
Due the State account, purchase "main line," interest five per cent.,	4,091,675	70

COST.

Total cost of entire road to date,	\$32,469,544	48
Total cost of entire equipment,	17,693,304	49

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Columbia, and Harrisburg to Pittsburgh,	329.05	329.05
Length of double main track,	329.05	329.05
Branches.		
Delaware extension branch, from West Philadelphia to Dock street,	Length of branch, Length of single track, Length of double track,	8.80 5.31 3.49
Port Perry branch, from near Brinton's to Thomson station, P. V. and U.,	Length of branch, Length of single track, Length of double track,	1.34 0.26 1.08
Tyrone branch, from Tyrone junction to Vail station,	Length of branch, Length of single track,	3.14 3.14
Hollidaysburg branch from Altoona to Hollidaysburg,	Length of branch, Length of single track,	9.80 9.80
Morrison's Cove branch, from Hollidaysburg to Henrietta,	Length of branch, Length of single track,	19.25 19.25
Williamsburg branch, from Hollidaysburg to Williamsburg,	Length of branch, Length of single track,	13.52 13.52
Springfield branch, from Springfield junction to ore mines,	Length of branch, Length of single track,	8.90 8.90
Bloomfield branch, from Roaring Springs to Ore Hill,	Length of branch, Length of single track,	3.00 3.00
Indiana branch, from Blairsville intersection to Indiana,	Length of branch, Length of single track,	18.91 18.91
York branch, from West end Columbia Bridge to York,	Length of branch, Length of single track,	12.48 12.48
Martinsburg branch, from Martinsburg junction to Martinsburg,	Length of branch, Length of single track,	0.70 0.70
Columbia bridge, over Susquehanna river, at Columbia,	Length of branch, Length of single track,	1.02 1.02
Leased Roads.		
Pittsburgh, Virginia and Charleston railroad, from Birmingham to Monongahela City,	Length of road, Length of single track, Length of double track,	30.00 27.60 2.40
West Chester railroad, from Malvern to West Chester,	Length of road, Length of single track,	9.24 9.24
East Brandywine and Waynesburg railroad, from Downingtown to New Holland,	Length of road, Length of single track,	28.11 28.11
Mifflin and Centre County railroad, from Lewistown junction to Milroy,	Length of road, Length of single track,	12.42 12.42
Bedford and Bridgeport railroad, including branch from Mt. Dallas to Maryland State line,	Length of road, Length of single track,	49.20 49.20
Tyrone and Clearfield railway, from Vail station to Curwensville,	Length of road, Length of single track,	60.89 60.89
Bald Eagle Valley railroad and branches, from Vail station to Lock Haven,	Length of road, Length of single track,	51.19 51.19
Newry railroad, from Portage iron works to Newry,	Length of road, Length of single track,	1.00 1.00
Ebensburg and Cresson railroad, from Cresson to Ebensburg,	Length of road, Length of single track,	11.00 11.00

Western Pennsylvania railroad and branches, from Blairsville to Butler, and branch to Allegheny,	Length of road,	84.55	84.55
	Length of single track,	79.35	79.35
	Length of double track,	5.20	5.20
South-West Pennsylvania railway, and branches, from Greensburg to Fairchance,	Length of road,	44.69	44.69
	Length of single track,	44.69	44.69
Sunbury and Lewistown railroad, from Lewistown to Selinsgrove junction,	Length of road,	43.33	43.33
	Length of single track,	43.33	43.33
Harrisburg, Portsmouth, Mt. Joy, and Lancaster railroad, from Dillerville to Harrisburg, with branch to Columbia,	Length of road,	53.67	53.67
	Length of single track,	25.52	25.52
	Length of double track,	28.15	28.15
Littlestown railroad, from Hanover to Maryland State line,	Length of road,	9.40	9.40
	Length of single track,	9.40	9.40
Philadelphia and Erie railroad, from Erie to Sunbury,	Length of road,	287.49	287.49
	Length of single track,	267.49	267.49
	Length of double track,	20.00	20.00
Connecting railway, from Mantua junction to Frankford junction,	Length of road,	6.75	6.75
	Length of double track,	6.75	6.75
Philadelphia and Trenton railroad, from Philadelphia to Morrisville,	Length of road,	26.44	26.44
	Length of double track,	26.44	26.44
Frankford and Holmesburg R. R., from Holmesburg junction to Bustleton,	Length of road,	4.16	4.16
	Length of single track,	4.16	4.16
Hanover and York railroad, from York to Hanover,	Length of road,	18.60	18.60
	Length of single track,	18.60	18.60
Sunbury, Hazleton, and Wilkes-Barre railroad, from Sunbury to Tomhicken,	Length of road,	43.44	43.44
	Length of single track,	43.44	43.44
Lewisburg, Centre, and Spruce Creek R. R., from Montanden to Spring Mills,	Length of road,	43.42	43.42
	Length of single track,	43.42	43.42
Columbia and Port Deposit railroad, from Columbia, Pennsylvania, to Port Deposit, Maryland,	Length of road,	39.26	28.36
	Length of single track,	39.26	28.36
Aggregate length of main line and branches owned,		429.91	429.91
Aggregate length of main line and branches owned, single track,		96.29	96.29
Aggregate length of main line and branches owned, double track,		333.62	333.62
Aggregate length of leased roads,		958.25	947.35
Aggregate length of leased roads, single track,		869.31	858.41
Aggregate length of leased roads, double track,		88.94	88.94
Aggregate length of sidings and other track not above enumerated,		587.73	576.52
Total length of main line, branches, leased roads, sidings, and other track,		1,975.89	1,953.78
Equivalent to a single track of 2,398.45 miles in length, of which 2,376.34 miles is in Pennsylvania.			
Length of track laid, if not completed, All completed.			

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of steel rail in use, all steel, 329.05

Weight of rail per yard, iron and steel, 60 and 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 382

Wooden bridges, number of, 115; aggregate length, . . . 11,727 feet.

Stone bridges, number of, 81; length, 2,734 feet.

Iron bridges, number of, 168; aggregate length, 49,418 feet.

Wooden trestles, number of, 20; aggregate length, . . . 3,003 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Reading and Columbia railroad, at Columbia. Northern Central railway, at Marysville. Philadelphia, Wilmington, and Baltimore railroad, at Arsenal, Gray's Ferry Road. Philadelphia, Wilmington, and

Baltimore railroad, at Washington street wharf, Philadelphia. Spruce and Pine street passenger railway, at Gray's Ferry road.

What railroads cross your road either over or under your grade, in this Commonwealth, and where? Wilmington and Northern railroad, at Coatesville, (under.) Lancaster and Quarrysville railroad, at Lancaster, (over.) Market street passenger railroad, at Philadelphia, Fortieth and Forty-first street, (over.) Chestnut and Walnut street passenger railroad, at Philadelphia, Belmont avenue, (over.) Race and Vine street passenger railroad, at Philadelphia, Spring Garden street, (over.) Race and Vine street passenger railroad, at Philadelphia, Haverford street and Thirty-fifth street, (under.) Race and Vine street passenger railroad, at Philadelphia, Fifty-second street, (under.)

Stations.

Number of stations on main road: Passenger, 160; freight, 125; total,	285
Number of stations on branches: Passenger, 40; freight, 37; total,	77
Number of stations on leased roads: Passenger, 386; freight, 327; total,	713
Number of engine-houses and shops in Pennsylvania, 26; total number entire road,	26
Number of wood and water stations on main road, . . .	73
Number of wood and water stations on branches, . . .	14
Number of wood and water stations on leased roads, .	61
Cost of real estate held by the company, exclusive of roadway,	\$9,812,290 63
Cost of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$9,812,290 63
Number of tunnels, 7; aggregate length,	7,302 feet.

How is track laid, and on what foundation? White oak cross-ties and stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	136	\$9,272	91
Number of locomotives of more than 30 tons weight,	701	13,035	75
Number of locomotives of more than 20 tons weight,	40	7,549	36
Number of first-class passenger cars,	399	5,000	00
Number of second-class passenger cars,	151	3,000	00
Number of baggage, mail, and express cars,	174	2,000	00
Number of freight cars, { House cars, 6,260 } { Trucks, 7,585 }	13,845	625	00
Number of coal, ore, and stone cars,	1,973	575	00
Number of caboose cars,	380	625	00

Average number of cars in passenger trains, including baggage cars,	5.29
Average number of cars in freight trains,	25.60

Average weight of passenger trains, including locomotive and tender, in working order, 226 tons.
Average weight of freight trains, including locomotive and tender, in working order, 367½ to 956½ tons.

Employees.

Average number of persons regularly employed by company, including officials, 15,092
Same in Pennsylvania, 15,092

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains, 3,715,528
Number of miles run by freight and coal trains, 12,395,139
Number of through passengers for the year on main road, 156,572
Number of passengers (all classes) carried in cars, 5,948,645
Number of passengers carried one mile, 155,784,178
Number of passengers carried one mile in Pennsylvania, . . 154,993,705
Number of tons of 2,000 pounds of through freight for the year on main road, 2,076,540
Number of tons of freight carried one mile, 2,136,708,887
Number of tons of freight carried one mile in Pennsylvania, 2,135,416,138
Gross amount of tonnage for the year, (2,000 pounds per ton,) 13,684,041
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 25.6
Average rate of speed adopted by express trains, including stops, (miles per hour,) 33.4
Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	374,928	July, 1879,	545,419
February, 1879,	358,003	August, 1879,	592,066
March, 1879,	431,537	September, 1879,	580,572
April, 1879,	447,550	October, 1879,	577,734
May, 1879,	493,745	November, 1879,	503,821
June, 1879,	482,624	December, 1879,	560,646

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	1,078,146	Stone and lime,	451,247
Bituminous coal,	5,301,843	Agricultural products,	1,894,741
Petroleum and other oils,	913,042	Merchandise and manufactures,	839,087
Pig iron,	641,253	Live stock,	371,726
Railroad iron,	216,414	Lumber,	562,475
Other iron or castings,	361,907	Other articles,	479,809
Iron and other ores,	572,851		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers, 2.62 cents.
For first-class way passengers, 2.97 cents.

For second-class through passengers,	1.96 cents.
For second-class way passengers,	1.94 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, .	$\frac{1.964}{10000}$ cent.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$72,962	89	\$142,887	25	\$215,849	94
February, 1879,	67,638	87	137,057	09	204,695	46
March, 1879,	87,929	62	176,787	66	264,667	30
April, 1879,	98,343	01	186,409	33	284,753	14
May, 1879,	112,786	57	187,787	36	300,573	93
June, 1879,	106,885	13	177,824	20	284,209	33
July, 1879,	106,092	88	217,818	99	323,411	87
August, 1879,	87,928	97	248,823	40	336,752	43
September, 1879,	180,913	24	246,150	80	427,064	04
October, 1879,	119,172	71	230,257	54	349,430	25
November, 1879,	102,908	18	187,523	62	290,436	80
December, 1879,	100,390	89	219,581	70	319,972	59
Total,	\$1,195,848	06	\$2,357,359	09	\$3,553,207	06

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$484,181	00	\$852,814	43	\$1,336,995	03
February, 1879,	414,284	45	967,897	97	1,382,182	42
March, 1879,	364,758	68	998,111	10	1,363,049	78
April, 1879,	372,959	25	914,031	01	1,286,990	41
May, 1879,	290,117	14	807,831	15	1,097,948	29
June, 1879,	100,798	26	909,750	19	1,010,548	45
July, 1879,	306,068	71	966,087	08	1,272,155	79
August, 1879,	375,809	80	967,249	11	1,343,059	04
September, 1879,	426,368	61	1,158,583	69	1,584,951	30
October, 1879,	523,596	77	1,219,111	99	1,742,707	76
November, 1879,	471,111	24	1,109,055	47	1,580,166	64
December, 1879,	494,779	06	1,306,205	68	1,801,084	74
Total,	\$4,687,855	37	\$12,829,183	23	\$17,517,038	65

From all other Sources.

MONTHS.	MAIL.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$28,624	70	14,335	52	\$55,089	78	\$106,581	00
February, 1879, . . .	28,141	09	14,947	88	45,491	02	88,579	49
March, 1879,	28,105	39	18,220	56	40,063	42	86,389	37
April, 1879,	28,213	64	19,075	62	41,238	17	88,527	43
May, 1879,	28,105	41	21,372	29	30,853	69	79,331	39
June, 1879,	28,480	04	15,091	12	40,258	81	83,829	47
July, 1879,	40,818	74	20,102	06	53,688	84	119,604	14
August, 1879,	40,818	74	27,168	91	67,823	88	106,301	53
September, 1879, . .	24,887	03	27,335	98	33,016	50	85,239	51
October, 1879, . . .	25,722	38	41,772	55	50,040	70	117,535	63
November, 1879, . .	25,036	82	31,425	25	34,687	54	91,099	61
December, 1879, . .	25,208	91	35,111	19	43,279	91	118,914	01
Total,	\$352,152	89	\$309,798	43	\$511,481	26	\$1,173,432	01

Total passenger earnings for the year,	\$3,558,207	08
Total freight earnings for the year,	17,016,988	65
Total earnings from all other sources,	1,173,432	58
Total earnings for the year,	\$21,743,628	18

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$283,375	55
Land or land damages,	688,587	22
Steamboats,	76,000	00
New passenger cars, number of, 6,	16,850	00
New baggage cars, number of, 3,	3,410	00
Car floats,	84,000	00
Machinery for shops,	247	50
New wharves,	74,901	72
Total,	\$1,226,871	99
Proportion for Pennsylvania,	\$1,226,871	99

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,247,782	24
New iron rails,	18,893	07
New steel rails,	136,109	88
Repairs of bridges,	131,432	40
Repairs of buildings and fixtures,	458,385	87
All other expenses for maintenance of way,	192,060	21
Total for maintenance of way,	\$2,184,663	67

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$884,287	57
Repairs of machinery,	58,624	31
Repairs of passenger, baggage, and mail cars,	559,730	39
Repairs of freight cars,	792,844	71
All other expenses for maintenance of motive power and cars,	242,532	13
Total for maintenance of motive power and cars,	\$2,532,969	11

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, .	\$707,914	41
Salaries, wages, and incidentals chargeable to freight department, . .	2,734,018	14
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	405,034	47
Fuel—wood,	40,931	37
Fuel—coal,	722,622	04
Oil and waste,	172,217	98
Damages for injuries to persons,	3,381	82
Damages for loss of goods and baggage,	25,825	35
Taxes,	309,401	98
Insurance,	72,311	84
Telegraph expenses,	212,187	06
Tolls paid to other corporations,	93,862	34
Amount paid other corporations or individuals for use of all other cars,	1,052,867	97
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	481,361	00
Total miscellaneous,	\$7,033,987	77
Total expenditures for operating the road,	\$11,751,620	55

EARNINGS.

Passenger transportation, local,	\$2,357,359 02	} Total,	\$3,553,207	08
Passenger transportation, through,	1,195,848 06			
Freight transportation, local,	12,329,133 28	} Total,	17,016,968	65
Freight transportation, through,	4,687,855 37			
Mail service,			352,152	89
Express service,			309,798	43
Miscellaneous,			511,481	26
Total,			\$21,743,628	31
Operating Expenses.				
Maintenance of way and buildings,	\$2,184,663 67			
Maintenance of motive power and cars,	2,532,969 11			
Miscellaneous,	7,033,987 77			
Total operating expenses,			11,751,620	55
Net earnings,			\$9,992,007	76

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repair of cars, &c.? Adams Express Company. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what condition as to rates, use of track, machinery, repairs of cars, &c.? No transportation companies, except those owned by the Pennsylvania Railroad Company, run on our lines.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Pullman's parlor and sleep-

ing cars are run over our main line, between Philadelphia and Pittsburgh. The Pullman Company collects its fare from the passenger. Our company keeps the cars in running order.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The government fixes a rate, per mile, per annum, regulated according to weight; the Government furnishes the agent.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . 1,377,404

Rate and date of all cash dividends on stock of original and consolidated companies: May, six months, two per cent.; November, six months, two and one half per cent.

Number and per cent. of dividends: May, two per cent., \$1,377,404;		
November, two and one half per cent., \$1,721,755; total,	\$3,099,159	00
Amount paid in dividends,	3,099,159	00
Paid to sinking fund,	243,460	00
Surplus at commencement of the year,	4,057,815	14
Surplus invested as follows:		
Material, fuel, and stores,	1,845,235	69

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		1	2	5	2	6
Employés,	5	40	46	407	51	447
Others,		2	75	133	75	135
Total,	5	43	123	545	128	588

Statement of each Accident.

Of the two passengers killed from their own carelessness and disobeying the rules of the company:

On January 23, G. W. Blair was found on track; supposed to have jumped off of Atlantic Express train, while in motion, at Baldwin, contrary to rules, and died from injuries received.

On April 10, Samuel Stein, supposed to have jumped off of passing train, at Harrisburg, while in motion, contrary to rules, and was run over and killed.

The passenger injured from causes beyond control:

On July 9, Miss Emma Key was thrown against mirror in Pullman car, caused by shifting engine jaming cars together at West Philadelphia, and had her face severely injured.

Of the five passengers injured from their own carelessness, the greater proportion of them were injured in consequence of violating the rules of the company, by jumping from trains while in motion.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Thomas A. Scott, president, and John D. Taylor, treasurer, of the Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief, and as full as practicable at this time to make the same.

(Signed) THOMAS A. SCOTT, *President.*
JOHN D. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.
JOHN C. SIMS, Junior, *Notary Public.*

R E P O R T
OF THE
Pennsylvania Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
J. N. McCullough, First Vice President,	Pittsburgh.
William Thaw, Second Vice President,	Pittsburgh.
Thomas D. Messler, Third Vice President,	Pittsburgh.
Clifford S. Sims, Secretary,	Philadelphia.
William H. Barnes, Treasurer,	Pittsburgh.
J. T. Brooks, General Counsel,	Pittsburgh.
Felician Slataper, Chief Engineer,	Pittsburgh.
J. D. Layng, General Manager,	Pittsburgh.
General offices at corner Penn and Tenth streets, Pittsburgh.	

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott,	Philadelphia.
J. N. McCullough,	Pittsburgh.
W. Shaw,	Pittsburgh.
Thomas D. Messler,	Pittsburgh.
George B. Roberts,	Philadelphia.
S. M. Felton,	Philadelphia.
Wistar Morris,	Philadelphia.
Henry M. Phillips,	Philadelphia.
Alexander Biddle,	Philadelphia.
J. Price Wetherill,	Philadelphia.
J. N. DuBarry,	Philadelphia.
H. H. Houston,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	11,771,250	00
Capital stock, amount subscribed,	11,000,000	00
Capital stock paid in by last report,	11,000,000	00
Capital stock, total amount now paid in,	11,000,000	00
Capital stock, number of shares issued, 220,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
Judgment bonds, (due on demand, bear interest at six per cent.,) amount,	\$6,400,000	00
Collateral bonds, (due July 5, 1907, bear interest at six per cent., which is payable January, April, July, and October 1,) amount,	2,991,000	00
Total amount now of funded debt,	\$9,391,000	00
<i>Floating Debt.</i>		
Debt incurred for any other purpose, and for what:		
Due lessor companies for supplies, etc.,	\$831,984 72	
Due other companies in current account,	865,071 50	
Due for current expenditures in operating leased roads,	1,695,285 60	
Due for miscellaneous current liabilities,	331,018 49	
The amount now of floating debt,	\$3,723,360	31
Total amount now of floating and funded debt,	\$13,114,360	31
Funded debt, as per last report,	\$10,087,000 00	
Floating debt, as per last report,	3,337,868 42	

CHARACTERISTICS OF ROAD.

<i>Equipment.</i>	<i>Number.</i>	<i>Average cost of each.</i>	
Number of locomotives of more than 40 tons weight, } Number of locomotives of more than 30 tons weight, } Number of locomotives of more than 20 tons weight, } Number of locomotives of more than 10 tons weight, }	25	\$12,301	48
Number of first class passenger cars,	4	3,250	00
Number of baggage, mail, and express cars,	1	7,000	00
Number of freight cars: House cars and trucks,	4,750	686	00

MONTHLY EARNINGS FOR THE YEAR.
From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,			\$147,138 40	
February, 1879,			76,274 97	
March, 1879,			85,873 91	
April, 1879,			121,744 75	
May, 1879,			72,014 75	
June, 1878,			63,126 62	
July, 1879,			128,614 86	
August, 1879,			85,833 83	
September, 1879,			83,347 86	
October, 1879,			172,908 29	
November, 1879,			96,524 28	
December, 1879,			273,444 26	
Total,			\$1,406,846 78	

EARNINGS.

* Rents and all other sources of income,	\$1,406,846	78
Operating Expenses.		
Total expenses,	60,141	11
Net earnings,	\$1,346,705	67

* These earnings are exclusive of the profits and losses in operating leased roads, which are included in reports of this company relating to the operation of such roads.

STOCK AND DIVIDENDS.

Amount of preferred stock,	\$8,000,000 00
Amount of common stock now outstanding,	3,000,000 00
Paid to sinking fund: Pennsylvania Company registered	
bonds, \$96,000; leased road bonds, \$193,265,	289,265 00
Pennsylvania Company judgment bonds paid,	600,000 00

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, third vice president, and W. H. Barnes, treasurer, of the Pennsylvania Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) THOMAS D. MESSLER, *Third Vice President.*
W. H. BARNES, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880
FRANK SEMPLE, *Notary Public.*

REPORT

OF THE

Pennsylvania Coal Company, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
George A. Hoyt, President,	Stamford, Conn.
William E. Street, Secretary,	Darien, Conn.
Edwin H. Mead, Treasurer,	South Orange, N. J.
Charles F. Southmad, General Solicitor,	New York city.
John B. Smith, Chief Engineer, General Manager, General Superintendent, and Division Superintendent,	Dunmore, Pa.

General offices at New York, Hawley, Pa., and Dunmore, Pa.

Names of Directors.	Residences.
George A. Hoyt,	Stamford, Conn.
George L. Brown,	Brooklyn, N. Y.
John R. Platt,	New York city.
Samuel Thorne,	New York city.
John Ewen, junior,	New York city.
William H. Webb,	New York city.
W. W. Astor,	New York city.
George W. Quintard,	New York city.
Walton Ferguson,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,850,329	00
Capital stock authorized by votes of company,	5,000,000	00
Capital stock, amount subscribed,	5,000,000	00
Capital stock paid in by last report,	5,000,000	00
Capital stock, total amount now paid in,	5,000,000	00
Capital stock, number of shares issued, 100,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1881, bear interest at seven per cent., which is payable February 1 and August 1,) amount,	\$472,500	00
Total amount now of funded debt,	\$472,500	00
Floating Debt.		
Unfunded debt, incurred for purchase of property,	\$48,265	83
Debt incurred for any other purpose, and for current business, (to be paid principally in January, 1880,) partly estimated,	255,000	00
The amount now of floating debt,	303,265	83
Total amount now of floating and funded debt,	\$775,765	83
Funded debt as per last report,	\$472,500	00
Floating debt as per last report,	222,062	10
	\$694,562	10

COST.

Cost of road and equipment to 1860, when the account was closed, \$2,000,000 00
Proportion of same for Pennsylvania, All.

Cost of road and equipment have never been kept separately; the account was closed in 1860. With exception of two pony locomotive switching engines, the road is operated by stationary power and the force of gravity.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hawley, Pa., to Port Griffith, Pa., . .	47	47
Length of double main track,	47	47
Branches.		
Hawley, Pa., branch, from Hawley, Pa., to Lackawaxen, Pa., known as the "Hawley Branch" of the Erie railway; operated by New York, Lake Erie and Western Railroad Company,)	Length of branch, . . .	
	15 ⁴⁷ / ₁₀₀	15 ⁴⁷ / ₁₀₀
	Length of single track, . . .	
	15 ⁴⁷ / ₁₀₀	15 ⁴⁷ / ₁₀₀
Leased Roads.		
The company operates no leased roads. Its own road, from Hawley, Pa., to Port Griffith, Pa., is a "gravity road," worked by stationary engines, for the transportation of the coal mined by the company. No locomotive power used, excepting two pony locomotive switching engines.		
Aggregate length of main line and branches, double track, . . .	47	
Aggregate length of sidings and other track not above enumerated,	25	

Gauge.

What is the gauge of your lines? 4 feet 3 inches.

Track.

Miles of iron rail in use,	47
Miles of steel rail in use,	47
Weight of rail per yard, { Iron,	25 lbs.
{ Steel,	37 lbs.

Bridges and Trestles.

Number of bridges on whole line,	5
Wooden bridges, number of, 5 ; aggregate length,	496 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Delaware, Lackawanna and Western railroad, at Dunmore, Pa., (over;) Delaware, Lackawanna and Western railroad, near Dunnings, Pa., (under;) Jefferson branch, New York, Lake Erie and Western railroad, at Hawley, Pa., (over;) New Jersey Central Railroad Company, Lehigh and Susquehanna division, Jefferson branch railroad, at Pleasant Valley, (over;) New Jersey Central Railroad Company, Lehigh and Susquehanna division, Jefferson branch railroad, at Pleasant Valley, (under.)

Stations.

Number of stations on main road, passenger and freight, .	6
Number of engine-houses and shops in Pennsylvania: 23 stationary engine-houses; 1 machine shop; 3 car shops; total number entire road,	27
Number of tunnels, 1 ; aggregate length,	800 feet.
How is track laid, and on what foundation? Cross-ties, on a T rail.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight, pony switch engines used at mines, about eleven tons each, . .	2	\$3,000	00
Number of passenger cars, small side seats,	11	800	00
Number of freight cars, { House cars, 10, {	60	350	00
{ Trucks, . . 50, {		300	00
Number of coal,	2,800	230	00

Average number of cars in passenger trains, including baggage, cars,	3
Average number of cars in freight trains,	3

Employees.

Average number of persons regularly employed by company, including officials,	4,000
Same in Pennsylvania,	4,000

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	41,316
Number of miles run by freight trains,	20,658
Number of miles run by each coal train, about,	22,000
Number of through passengers for the year on main road,	2,992
Number of passengers (all classes) carried in cars,	9,415
Number of tons of 2,000 pounds of through freight for the year on main road,	1,233,701
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,548,630

Monthly Statement of Passengers (all classes,) carried in Cars.

January, 1879,	315	September, 1879,	907
February, 1879,	318	October, 1879,	906
March, 1879,	507	November 1879,	662
April, 1879,	558	December, 1879,	796
May, 1879,	490	Total,	9,415
June, 1879,	567		
July, 1879,	1,518		
August, 1879,	1,871		

Amount of Freight, specifying the quantity in tons of 2000 pounds.

Anthracite coal,	1,546,210
Merchandise and manufactures,	893
Lumber,	1,527

Rate of fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight, per ton per mile,	7 $\frac{3}{4}$ cents.
For car lumber, per ton per mile,	4 $\frac{1}{2}$ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$161	25	\$79	37	\$240	62
February, 1879,	110	00	97	65	207	65
March, 1879,	185	00	163	81	350	81
April, 1879,	183	50	170	74	354	24
May, 1879,	179	00	169	54	348	54
June, 1879,	233	75	188	13	421	88
July, 1879,	273	50	669	10	942	60
August, 1879,	441	10	737	93	1,179	03
September, 1879,	342	00	286	24	628	24
October, 1879,	323	50	283	45	606	95
November, 1879,	232	00	205	43	437	43
December, 1879,	259	50	272	18	531	68
Total,	\$2,924	10	\$3,325	57	\$6,249	67

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$6	27	\$334	55	\$340	82
February, 1879,	5	34	201	89	207	23
March, 1879,	6	69	335	58	342	27
April, 1879,	20	42	361	04	381	46
May, 1879,	13	08	349	91	362	99
June, 1879,	6	44	718	32	724	76
July, 1879,	8	32	349	42	357	74
August, 1879,	7	95	424	56	432	51
September, 1879,	7	35	695	49	702	84
October, 1879,	12	49	574	84	587	33
November, 1879,	14	19	508	24	522	43
December, 1879,	9	96	883	12	893	08
Total,	\$118	50	\$5,736	96	\$5,855	46
Total passenger earnings for the year,					\$6,249	67
Total freight earnings for the year,					5,855	46
Total earnings for the year, as above,					\$12,105	13

Miscellaneous.

Total expenditures for operating the road, including preparing and loading and unloading coal, &c., estimated, . \$390,000 00

The company's accounts are those of a mining company, solely, to which the operations of its "gravity" road are a mere incident, and no report can be given showing the financial condition of the railroad alone. The term "railroad," for the purposes of this report, as applied to the company's road, is a misnomer; hence the omission to answer many of the specific questions printed herein.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 100,000 shares, of \$50 each, \$5,000,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: February 1, 1879, three per cent.; May 1, 1879, three per cent.: August 1, 1879, three per cent.; November 1, 1879, three per cent.

Number and per cent. of dividends: Four, amounting to twelve per cent.		
Amount paid in dividends during year 1879,	\$600,000	00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	4	. . . . .	. . . . .
Others,	4	1	. . . . .	. . . . .
Total,	6	5	6	5

Statement of each Accident.

Byron Dingy, employé; slightly injured, April 29, at Bunker Hill.

Sidney Shafer; injured July 5, in collision of trucks, on No. 19 level; died January 6, 1880; an employé.

George Van Sickler, school-boy; run over December 26, on No. 11 level, while attempting to jump on cars; not an employé.

James Joice, breaker-boy; killed by trip cars running down plane, with rope connected to them, January 28; killed by the rope catching him under the chin and breaking his neck; an employé.

William Donery and Michael Collins; slightly hurt by same accident, January 28; employés.

Curtis Hodgkiss, run over while trying to jump on cars, at Butler crossing, Pittston, and died from injury, August 16; not an employé.

R. Hiester, run over by cars and killed, on No. 2 plane, October 16; not an employé.

Martha Young, while riding on coal cars, broke her leg; cars ran off the track, November 5; not an employé.

Thomas Swift; jumping on cars, No. 22 plane; run over and killed; not an employé.

Michael Meloon; jumping on cars near Pittston; run over and killed not an employé.

STATE OF NEW YORK,)
City and County of New York,) ss:

Personally appeared before me, George A. Hoyt, president, and Edwin H. Mead, treasurer, of the Pennsylvania Coal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company. and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial

year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

GEORGE A. HOYT, *President.*
E. H. MEAD, *Treasurer.*

Sworn and subscribed before me this 6th day of February, A. D. 1880.
CHARLES EDGAR WILLS,
A Commissioner for the State of Pennsylvania in New York.

REPORT

OF THE

Pennsylvania Inland Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles P. Waller, President,	Honesdale, Pa.
Hon. J. Howard Beach, Vice President,	Milanville, Pa.
George F. Bentley, Secretary,	Honesdale, Pa.
F. M. Wheeler, Treasurer,	Hancock, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
J. Howard Beach,	Milanville, Pa.
George G. Waller,	Honesdale, Pa.
H. K. Nichols,	Pleasant Mount, Pa.
D. E. Culver,	Jersey City, N. J.
G. F. Bentley,	Honesdale, Pa.
C. P. Waller,	Honesdale, Pa.
F. M. Wheeler,	Hancock, N. Y.

Honorable A. K. DUNKEL, *Secretary Internal Affairs:*

We have done nothing since last report, and respectfully refer to that as all we can say.

CHAS. P. WALLER,

President Inland Railroad.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	27,000	00
Capital stock, total amount now paid in,	8,000	00
Capital stock, amount paid in on each share,	13	00

STATE OF PENNSYLVANIA, }
County of Wayne, } ss :

Personally appeared before me, Charles P. Waller, president, of the Pennsylvania Inland Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,) CHAS. P. WALLER, *President.*

Sworn and subscribed before me this 20th day of February, A. D. 1880.
JAMES B. ELDRED, *J. P.*

REPORT

OF THE

Pennsylvania and New York Canal and Railroad Company, for the year ending November 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Robert H. Sayre, President,	Bethlehem, Pa.
Charles Hartshorne, Secretary and Treasurer,	Philadelphia, Pa.
Robert H. Sayre, Chief Engineer,	Bethlehem, Pa.
Robert A. Packer, General Superintendent,	Sayre, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Hartshorne,	Philadelphia, Pa.
Robert A. Packer,	Sayre, Pa.
Victor E. Piollet,	Wysox, Pa.
G. B. Linderman,	Bethlehem, Pa.
Harry E. Packer,	Mauch Chunk, Pa.
J. Henry Swoyer,	Wilkes-Barre, Pa.
John J. Taylor,	Oswego, N. Y.
Robert Lockhart,	Bethlehem, Pa.
J. W. Hollenback,	Wilkes-Barre, Pa.
William H. Sayre,	Bethlehem, Pa.
E. P. Wilbur,	Bethlehem, Pa.
James I. Blakslee,	Mauch Chunk, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company : Common, \$1,061,700 ; preferred, \$4,000,000 ; total,		\$5,061,700	00
Capital stock, amount subscribed,		5,061,700	00
Capital stock paid in by last report,		5,061,700	00
Capital stock, total amount now paid in,		5,061,700	00
Capital stock, number of shares issued, { Common, 21,234 Preferred, 40,000			
Capital stock, amount paid in on each share, { Common, 50 Preferred, 100			00
Capital stock, par value of each share, { Common, 50 Preferred, 100			00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1896, \$1,500,000, bear interest at seven per cent., which is payable June and December,) amount,	\$1,500,000	00
First mortgage bonds, (due 1906, \$1,500,000, bear interest at seven per cent., which is payable June and December,) amount,	1,500,000	00
Total amount now of funded debt,	\$3,000,000	00
Funded debt as per last report,	\$3,000,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilkes-Barre, Pa., to Erie railway junction, of which 9 $\frac{1}{2}$ miles are leased to Lehigh Valley Railroad Company,	104.55	104.55
Length of single main track,	68.92	68.92
Length of double main track,	35.63	35.63
Branches.		
Pleasant Valley branch, { Length of branch,	3.78	3.78
Plainsville branch, { Length of single track,	3.78	3.78
Plainsville branch, { Length of branch, . . . . .	.90	.90
Plainsville branch, { Length of single track, . . . . .	.90	.90
Mill Creek branch, { Length of branch,	2.61	2.61
Mill Creek branch, { Length of single track,	2.61	2.61
Mineral Spring branch, { Length of branch,	1.06	1.06
Mineral Spring branch, { Length of single track,	1.06	1.06
Waverly and State Line branch, . . . { Length of branch, . . . . .	.25	.25
Waverly and State Line branch, . . . { Length of single track, . . . . .	.25	.25
Southern Central railroad connection, { Length of branch,	2.12	1.12
Southern Central railroad connection, { Length of single track,	2.12	2.12
Geneva, Ithaca and Sayre railroad connection, { Length of branch,	1.43	1.43
Geneva, Ithaca and Sayre railroad connection, { Length of single track,	1.43	1.43
Barclay railroad connection, { Length of branch,	1.52	1.52
Barclay railroad connection, { Length of single track,	1.52	1.52
Aggregate length of main line and branches,	118.22	118.22
Aggregate length of sidings, and other track not above enumerated,	103.80	103.80
Aggregate length of main line, branches, leased roads, sidings, and other track,	222.02	222.02

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 30
Miles of steel rail in use, in main track, 109.93
Weight of rail per yard, { Iron, 58 pounds.
 { Steel, 58 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 28
Wooden bridges, number of, 5; aggregate length, 380 feet.
Iron bridges, number of, 23; aggregate length, 4,037 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Delaware, Lackawanna and Western railroad, at L. and B. Junction.

Stations.

Number of stations on main road: Passenger and freight, 29
Number of engine-houses in Pennsylvania, 7; total number entire road, 7
Number of wood and water stations on main road, 15

How is track laid, and on what foundation? Fish plates joints, oak and chestnut ties, stone and gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	40	\$9,000 00
Number of locomotives of more than 30 tons weight,	10	6,000 00
Number of freight cars, { House cars, 403, {	670	700 00
{ Trucks, . . . 267, }		600 00
Number of coal, ore, and stone cars,	950	250 00
Number of caboose cars,	34	500 00

Average number of cars in passenger trains, including baggage cars, 5
Average number of cars in freight trains, 40
Average weight of passenger trains, including locomotive and tender, in working order, 118 tons.
Average weight of freight trains, including locomotive and tender, in working order, 706 tons.

Employees.

Average number of persons regularly employed by company, including officials, 950
Same in Pennsylvania, 850

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	261,154
Number of miles run by freight trains,	259,923
Number of miles run by coal trains,	280,543
Number of through passengers for the year on main road,	31,247½
Number of passengers (all classes) carried in cars,	140,118
Number of passengers carried one mile,	5,339,415
Number of passengers carried one mile in Pennsylvania,	5,339,415
Number of tons of freight carried one mile,	67,457,130.49
Number of tons of freight carried one mile in Pennsylvania,	67,457,130.49
Gross amount of tonnage for the year, (2,000 pounds per ton,)	2,104,551.45
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	24
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1878,	11,263½	June, 1879,	10,510½
January, 1879,	8,908½	July, 1879,	12,054
February, 1879,	8,653½	August, 1879,	15,389
March, 1879,	10,506	September, 1879,	14,447
April, 1879,	11,382	October, 1879,	13,347
May, 1879,	11,107	November, 1879,	12,550

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	963,381½	Stone and lime,	3,304½
Bituminous coal,	329,901½	Merchandise and manufactures,	666,018½
Pig iron,	24,423½	Live stock,	27,459½
Railroad iron,	16,235½	Lumber,	32,244½
Iron and other ores,	1,995½		

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers, Express, and Mail.

MONTHS.	Passengers.		Express and mail.		Total.	
December, 1878,	\$10,823	96	\$1,518	66	\$12,342	62
January, 1879,	7,137	90	1,045	08	8,182	98
February, 1879,	7,074	93	1,065	64	8,140	57
March, 1879,	7,533	39	1,066	48	8,599	87
April, 1879,	9,165	84	1,073	40	10,239	24
May, 1879,	8,905	23	1,116	02	10,161	25
June, 1879,	8,835	57	1,183	64	10,019	21
July, 1879,	10,418	16	1,185	54	11,603	70
August, 1879,	12,783	94	1,195	73	13,979	67
September, 1879,	13,796	86	1,190	05	13,986	91
October, 1879,	12,293	49	1,301	17	13,549	66
November, 1879,	10,858	62	1,693	69	12,552	31
Total,	\$119,627	89	\$14,635	10	\$134,262	99

From Transportation of Freight.

MONTHS.	Through.	Total coal receipts.		Total freight receipts	
December, 1878,		\$39,620	75	\$31,347	55
January, 1879,		56,909	16	31,172	14
February, 1879,		74,882	22	35,207	35
March, 1879,		89,275	34	42,953	67
April, 1879,		46,308	07	48,562	01
May, 1879,		55,750	50	29,282	15
June, 1879,		30,667	35	32,018	98
July, 1879,		24,598	03	33,021	07
August, 1879,		46,490	68	57,418	44
September, 1879,		60,349	12	48,952	86
October, 1879,		50,581	34	61,829	82
November, 1879,		66,478	29	59,794	71
Total,		\$641,910	85	\$511,560	75

From all Sources.

Total receipts:		
Passenger transportation,	\$119,627	89
Express and mail transportation,	14,635	10
Coal transportation,	641,910	85
Freight transportation,	511,560	75
Canal receipts,	204	25
Interest,	17,545	59
Rent,	11,242	15
Sundries,	6,211	34
Total,	\$1,322,937	92
Total earnings for the year,	\$1,322,937	92

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Fifty coal dump cars,	\$3,750 00
Fifty house cars,	25,491 20

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

All other expenses for maintenance of way,	\$191,694 08
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Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$47,462	57
Repairs of coal cars,	28,740	50
Repairs of passenger, baggage, and mail cars,	8,739	39
Repairs of freight cars,	34,556	47
Total for maintenance of motive power and cars,	\$119,498	93

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$7,357	50
Supplies,	8,408	31
Canal expense,	1,881	52
Fuel,	56,889	02
Wages, train hands, &c.,	259,969	89
Oil, waste, and tallow,	15,345	39
Damages for injuries to persons, cattle killed or injured, loss of goods and baggage, to property, including damages by fire,	6,758	76
Taxes,	25,205	76
Expenses,	20,014	40
Telegraph expenses,	12,061	57
Railroad ties,	23,266	77
Total miscellaneous,	\$487,158	89

EARNINGS.

Passenger transportation, local and through,	\$119,627	89
Freight transportation,	\$511,560 75	} Total,
Coal transportation,	641,910 85	
Mail and express service,	14,685	10
Rents,	11,242	15
All other sources of income,	23,961	18
Total,	\$1,322,937	92
Operating Expenses.		
Maintenance of way and buildings,	\$191,694 08	
Maintenance of motive power and cars,	119,498 93	
Miscellaneous,	487,158 89	
Total operating expenses, being 56 ⁵ / ₁₀₀ per cent of earnings,	748,351	90
Net earnings,	\$574,586	02

STOCK AND DIVIDENDS.

Number and per cent. of dividends:		
One three per cent. on \$3,800,000,	\$114,000	
One six per cent. on \$4,000,000,	240,000	
	\$354,000	00
Amount paid in dividends,	354,000	00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,			2	35	2	35
Others,			2			
Total,			4	35	2	35

Statement of each Accident.

January 11, 1879. Ash Ballantine, Waverly, N. Y., brakeman; hand crushed while coupling cars in Coxton yard.

January 20. Andrew Morrison, Towanda, Pa., brakeman; hand crushed while coupling cars at Wysauking.

January 27. John Tierney, Pittston, Pa., brakeman; fell from top of freight car, at Tunkhannock, and killed by car passing over body.

January 29. E. M. Greer, South Waverly, N. Y., brakeman; struck by apron of coal pockets, at Sayre, Pa., while sitting in cab window.

January 31. DeWitt Benjamin, Towanda, Pa., brakeman; hand bruised while coupling cars at Wyalusing.

February 5. John Marooney, South Waverly, N. Y., brakeman; foot bruised in Waverly yard; slight.

February 18. Michael Dority, Sayre, Pa., brakeman; one finger taken off while coupling cars at Sayre.

March 10. J. H. Stevens, Athens, Pa., car inspector; hip bruised by loose door of freight car on passing train.

March 14. H. Bellows, Sayre, Pa., brakeman; hand bruised while coupling cars near Towanda.

April 9. Charles Daniels, Sayre, Pa., brakeman; toe taken off under wheel, while getting on engine at Mehoopany.

April 15. Mike Cunningham, L. & B. junction, brakeman; water-tank spout fell on him while taking water; not serious.

April 18. William Kishaugh, Tunkhannock, brakeman; fingers pinched while coupling cars at Coxton.

May 17. Name unknown. Tramp; run over by train, in the night, near Athens depot, and killed.

May 16. Tim Conklin, South Waverly, brakeman; arm bruised while coupling cars in Waverly yard.

May 20. George S. Rogers, Tunkhannock, brakeman; hand pinched while coupling cars at Tunkhannock.

May 26. Abraham Kocker, White Haven, brakeman; arm bruised coupling cars in Coxton yard; not serious.

May 29. Stephen Lyon, West Pittston, brakeman; arm bruised coupling cars in Coxton yard.

June 23. Hugh Hampsey, Black Walnut, track walker; stuck by moving train, and killed; supposed to be asleep.

June 26. H. C. Warren, Pittston, engineer; fell through bridge at Coxton and broke his leg.

July 4. Andrew Morrison, Pittston, brakeman; arm bruised; not serious.

July 12. George DeGaramo, Waverly, N. Y., laborer; run over by shifting engine in Waverly yard and killed.

July 17. Filmore Ross, Milan, farmer; struck by passenger train while crossing track near Athens and killed.

August 9. W. H. Benedict, Wysox, brakeman; hand bruised while coupling cars at Coxton.

August 16. Howard Durie, East Waverly, brakeman; finger taken off, at Sayre, while coupling cars.

September 1. John E. Lewis, Waverly, N. Y., brakeman; hand bruised while coupling cars at Waverly yard.

September 9. Charles McCutcheon, Waverly, N. Y., brakeman; hand bruised while coupling cars at Waverly junction.

September 16. S. J. Hyatt, Sayre, Pa., brakeman; cut on head by piece of coal falling from car while coupling cars in Coxton yard.

September 23. Elmer Coreyell, Pittston, brakeman; fell from moving train near Tunkhannock, car wheel passing over finger.

September 23. Charles Graves, Waverly, New York, brakeman; hand bruised while coupling cars in Waverly yards. One finger amputated.

September 25. Isaac Wall, Pittston, brakeman; foot cut with bundle of sheet iron while removing from car at Pittston.

September 29. William Mosier, Waverly, brakeman; hand bruised while coupling cars at Sayre. Three fingers amputated.

October 23. James Galligan, Waverly, brakeman; hand bruised—end of one finger off—while coupling at Tunkhannock.

October 25. Edward Fox, Sayre, Pennsylvania, brakeman; one finger of right hand taken off while coupling at Sayre.

November 3. Frank Farrel, Mauch Chunk, brakeman; hand bruised while coupling cars in Coxton yard.

October 21. George B. Bailey, Waverly, brakeman; hand bruised while coupling cars at Laceyville. Finger amputated.

November 18. William Spangenberg, Waverly, brakeman; left arm injured coupling cars at Waverly junction.

November 20. John Casper, West Pittston, brakeman; left hand bruised while coupling cars in Coxton yard. One finger amputated.

November 22. Edward Dearborn, Waverly, brakeman; thumb of left hand mashed coupling at Waverly junction.

November 25. Ash Ballentine, Waverly, brakeman; second finger of left hand mashed uncoupling cars at Coxton, Pennsylvania.

STATE OF PENNSYLVANIA,)
 County of Philadelphia,) ss :

Personally appeared before me, Robert H. Sayre, president, and Charles Hartshorne, treasurer, of the Pennsylvania and New York Canal and Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company,

(Signed)

ROBT. H. SAYRE, *President.*

Sworn and subscribed before me, this 2d day of March, A. D. 1880.

W. C. ALDERSON, *Notary Public.*

OF THE

OFFICERS.

Residences.

General offices at 290 South Third street, Philadelphia, Pa.

Residences.

CAPITAL STOCK.

DEBT.

Funded Debt.			
First mortgage bonds, (due June 1, 1909, bear interest at six per cent., which is payable June and December,) amount,		\$1,000,000	00
Total amount now of funded debt,		\$1,000,000	00
Total amount now of floating and funded debt,		1,000,000	00
Total cash realized from capital stock and debt, no bonds sold, stock,		\$53,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg, Pa., to Poughkeepsie, N. Y.,	190	107
Branches:		
From Stroustown to Reading branch, (located,)	20	
Aggregate length of main line and branches, (in Pennsylvania,)	127	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, 56 pounds.

PHILADELPHIA, February 10, 1880.

Honorable A. K. DUNKEL,
Secretary of Internal Affairs:

DEAR SIR: The Pennsylvania, Poughkeepsie and New England Railroad Company was organized the 6th of May last, 1879. Work has been commenced on the main line of road in Northampton county, in the way of grading, engineering, and masonry, but no rails are laid. The foregoing answers contain all the information that can be given at present.

Very respectfully,
Your obedient servant,
WILLIAM H. BELL,
President.

STATE OF PENNSYLVANIA, }
City and county of Philadelphia, } ss:

Personally appeared before me, William H. Bell, president, of the Pennsylvania, Poughkeepsie and New England Railroad Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) WILLIAM H. BELL, President.

Sworn and subscribed before me, this 14th day of February, A. D. 1880.
ANDREW T. KAY, Notary Public.

R E P O R T
OF THE
*Perkiomen Railroad Company, for the year ending
November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. H. Seipt, President,	Skippackville, Montgomery co., Pa.
Philip Super, Secretary,	Pennsburg, Montgomery co., Pa.
Wallace J. Boyd, Treasurer,	Norristown, Montgomery co., Pa.
James Boyd, General Solicitor,	Norristown, Montgomery co., Pa.
George B. Boggs, Chief Engineer,	Norristown, Montgomery co., Pa.
D. B. Clack, Superintendent,	Rawlings, Montgomery co., Pa.

General offices at No. 33 East Main street, Norristown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jesse Ziegler,	Salfordville, Montgomery co., Pa.
Jacob Schwenck,	Zieglerville, Montgomery co., Pa.
George Graber,	Pennsburg, Montgomery co., Pa.
Charles T. Waage,	Pennsburg, Montgomery co., Pa.
Thomas B. Hillegass,	Red Hill, Montgomery co., Pa.
John S. Rahn,	Perkiomenville, Montgomery co., Pa.
James Boyd,	Norristown, Montgomery co., Pa.
Noah D. Frank,	Red Hill, Montgomery co., Pa.
Jonathan P. Hillegass,	Hillegass, Montgomery co., Pa.
D. Morgan Casselberry,	Lower Providence, Montgomery co., Pa.
Charles Schoenly,	Shimersville, Lehigh co., Pa.
Edwin W. Trexler,	Allentown, Lehigh co., Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company, (January 14, 1878, in- creased to 16,000 shares,)*	800,000	00
Capital stock, amount subscribed,	40,100	00
Capital stock paid in by last report,	688,040	00
Capital stock, total amount now paid in,	88,040	00
Capital stock, number of shares issued, full paid, 750		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

* The only issue of any of this increase was for 12,000 shares. The subscription and certificate for the same way on the 14th day of May, 1879, annuled and canceled by agreement of all parties interested.

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1887, bear interest at six per cent., which is payable April and October,) amount,	\$799,600	00
Consolidated mortgage bonds, (due June 1, 1913, bear interest at six per cent., which is payable June and December,) amount,	1,125,000	00
Total amount now of funded debt,	\$1,924,600	00
Floating Debt.		
Liabilities—debts due and wages for November business,	778,258	83
Total amount now of floating and funded debt,	\$2,697,853	83
Funded debt as per last report,	\$1,924,600	00
Floating debt as per last report,	123,778	42

COST.

Total cost of entire road to date,	\$2,057,733	28
Average of same per mile of road laid,	53,447	62

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Perkiomen Junction to Etnaus Junction,	38.5	38.5
Length of single main track,	38.5	38.5
Aggregate length of main line and branches,	38.5	38.5
Aggregate length of sidings and other track not above enumerated,	7.9	7.9
Aggregate length of main line, branches, leased roads, sidings, and other track,	46.4	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 46.4
Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 31
Wooden bridges, number of, 14; aggregate length, 2,095 feet.
Iron bridges, number of, 8; aggregate length, 188 feet.
Wooden trestles, number of, 9; aggregate length, 3,997 feet.

Stations.

Number of stations on main road, passenger and freight, 26
Number of wood and water stations on main road, 4

Value of real estate held by the company, exclusive of road-way,	\$19,591 91
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	19,591 91
Number of tunnels, 1; aggregate length,	1,668 feet.

How is track laid and on what foundation? Cross-ties, broken stone, and cinder ballast.

The equipment used by the Perkiomen Railroad Company is furnished by the Philadelphia and Reading Railroad Company at a certain rate per mile run. This company owning no rolling stock or equipment.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains, (four wheeled cars,)	60
Average weight of passenger trains, including locomotive and tender, in working order,	86 tons.
Average weight of freight trains, including locomotive and tender, in working order,	305 tons.

Employees.

Average number of persons regularly employed by company, including officials,	160
Same in Pennsylvania,	160

DOINGS OF THE YEAR.

(From May 14 to November 30, 1879.)

Transportation and Total Miles Run.

Number of miles run by passenger trains,	131,014
Number of miles run by freight trains,	126,550
Number of through passengers on main road, from May 14 to November 30, 1879,	1,667½
Number of passengers (all classes,) carried in cars, from May 14 to November 30, 1879,	66,458
Number of passengers carried one mile, from May 14 to November 30, 1879,	671,658½
Number of passengers carried one mile in Pennsylvania, from May 14 to November 30, 1879,	671,658½
Number of tons of 2,000 pounds of through freight on main road, from May 14 to November 30, 1879,	263,953.1593
Number of tons of freight carried one mile, from May 14 to November 30, 1879,	10,743,897.1103
Gross amount of tonnage, (2,000 pounds per ton,) from May 14 to November 30, 1879,	310,729.1111
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by freight trains, including stops (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

May, 1879,	4,562½	September, 1879,	11,967
June, 1879,	8,245	October, 1879,	9,352
July, 1879,	13,237½	November, 1879,	7,497½
August, 1879,	11,596½		

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	6,126½	Agricultural products,	63,205 ²²⁷ ₂₀₀₀
Petroleum and other oils,	12 ¹⁵³ ₂₀₀₀	Merchandise and manufactures,	22,317 ⁵¹⁸ ₂₀₀₀
Pig iron,	1,735 ⁸²² ₂₀₀₀	Live stock,	1,161 ¹⁰⁷ ₂₀₀₀
Other iron or castings,	14 ¹⁸⁴ ₂₀₀₀	Lumber,	4,810 ⁰³⁸ ₂₀₀₀
Iron and other ores,	6,260 ⁷⁴⁸ ₂₀₀₀	Other articles,	203,333 ⁷²⁷ ₂₀₀₀
Stone and lime,	1,752 ⁸⁸² ₂₀₀₀		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through and way passengers, proximate average,

2.83 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, through coal, local freight, and local coal, per ton per mile, approximate average,

1.70 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1878,*			\$644 47
January, 1879,*			515 21
February, 1879,*			493 05
March, 1879,*			687 98
April, 1879,*			725 97
May, 1879,			1,955 27
June, 1879,			2,792 28
July, 1879,			2,941 77
August, 1879,			3,098 14
September, 1879,			2,984 74
October, 1879,			2,906 70
November, 1879,			2,418 76
Total,			\$22,164 84

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1878,*			\$3,477 47
January, 1879,*			4,871 35
February, 1879,*			5,319 15
March, 1879,*			6,025 49
April, 1879,*			6,843 43
May, 1879,			16,515 94
June, 1879,			21,054 06
July, 1879,			17,135 59
August, 1879,			23,229 84
September, 1879,			21,646 86
October, 1879,			22,700 44
November, 1879,			21,600 99
Total,			\$170,420 61

*Lease account of the Philadelphia and Reading Railroad Company, to May 14, 1879.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1878,*	\$40	85	.	.	\$81	86	\$122	71
January, 1879,*	40	84	.	.	105	78	146	57
February, 1879,*	40	85	.	.	60	26	101	11
March, 1879,*	40	84	.	.	73	83	114	17
April, 1879,*	40	85	.	.	108	44	149	29
May, 1879,	18	45	152	25	31	35	202	05
June, 1879,	.	.	243	77	15	00	258	77
July, 1879,	210	83	127	44	104	00	442	27
August, 1879,	.	.	121	73	6	25	127	98
September, 1879,	.	.	123	65	24	82	148	47
October, 1879,	.	.	209	50	.	.	209	50
November, 1879,	.	.	82	60	.	.	82	60
Total,	\$433	51	\$1,060	94	\$611	04	\$2,105	49

Total passenger earnings for the year,	\$22,164	34
Total freight earnings for the year,	170,420	61
Total earnings from all other sources,	2,105	49
Total earnings for the year,	\$194,690	44
Total receipts from all sources on whole length of line,	\$194,690	44

*Lease account of the Philadelphia and Reading Railroad Company, to May 14, 1879.

EXPENDITURES FOR OPERATING DURING THE YEAR.

(From May 14, to November 30, 1879.)

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$18,334	27
New iron rails; number of tons, 140 ¹ / ₂ ,	5,633	94
Repairs of bridges,	1,325	96
Repairs of buildings and fixtures,	159	50
Total for maintenance of way,	\$25,453	66
Cost per mile of road kept in repair,	\$661	14

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$40,638	14
Wages of switchmen, signal-men, gate-keepers, and watchmen,	1,123	33
Fuel—number of cords of wood, 24 ¹ / ₂ ; cost,	121	25
Fuel—number of tons of coal, 5,165 ¹ / ₂ ; cost,	17,322	55
Oil and waste, (including tallow,)	2,482	00
Taxes, (including lease account,)	427	86
Amount paid other corporations or individuals for use of all other cars,	17,583	18
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, (including lease account,)	23,667	21
Total miscellaneous,	\$103,365	52
Amount per mile of road operated,	\$2,684	82
Total expenditures for operating the road,	103,365	52
Total charged to road and equipment,	25,453	66
Expenses per mile of the road operated,	3,345	95
Expenses per mile of single track operated, not including sidings,	3,345	95
Expenses per train mile,		50 ¹ / ₁₀

EARNINGS.

Passenger transportation, local and through,	\$22,164	34
Freight transportation, local and through,	170,420	61
Mail service,	433	51
Express service,	1,060	94
Rents,	150	07
All other sources of income,	460	97
Total,	\$194,690	44
Operating Expenses.		
Maintenance of way and buildings,	\$25,453	66
Miscellaneous,	103,365	52
Total operating expenses, being .8024 per cent. of earnings,	128,819	18
Net earnings,	\$65,871	26
Earnings per mile of road operated,	\$5,056	89
Expenses per mile of road operated,	8,345	95
Net earnings,	\$65,871	26

GENERAL BALANCE SHEET, NOVEMBER 30, 1879.

DR.			
Railroad,	\$1,943,344	89	
Depots and offices,	50,915	84	
Real estate,	19,591	91	
Land damages,	43,249	88	
Cash,	29,338	37	
Sundry debtors,	4,711	38	
Materials,	6,078	46	
Bonds received for freight,	545	30	
Funded coupons, consolidated mortgage bonds,	18,392	50	
Consolidated mortgage bonds, 1873-1913, coupons payable in scrip, . .	165	00	
Profit and loss, income account,	739,449	50	
	\$2,855,783	03	
CR.			
Stock subscription,	\$38,040	00	
First mortgage bonds,	799,600	00	
Consolidated mortgage bonds,	1,125,000	00	
Unfunded debt, (liabilities, debts due, and wages for November,) . .	773,253	83	
Coupons unpaid,	19,880	70	
Coupons due December 1, 1879, accrued,	16,847	50	
Coupons due April 1, 1880, accrued,	7,996	00	
Sinking fund bonds purchased and canceled,	75,000	00	
Perkiomen Railroad Company, funded coupons, convenience account, . .	165	00	
	\$2,855,783	03	

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? The Perkiomen Railroad Company transacts its own express business since May 14, 1879, at which date its lease with the Philadelphia and Reading Railroad Company was canceled by mutual consent.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$433 51 for the last fiscal year.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$38,040 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	3	2	3	2
Others,
Total,	3	2	3	2

Statement of each Accident.

August 15, 1879. Charles Bard, head and face badly cut and arm sprained; struck by overhead bridge between Frederick and Salford stations.

August 31. Charles Bard, fatal, struck by train while shifting cars at Perkiomen junction.

September 29. W. G. Kestler, fatal, cause unknown, supposed to have fallen from train between Frederick and Salford stations.

September 29. Name unknown, hand badly smashed while coupling cars at Palm station.

October 27., James Repp, fatal, caught between bumpers while coupling cars at Allentown.

STATE OF PENNSYLVANIA, }
County of Montgomery, } ss:

Personally appeared before me, Anthony H. Seipt, president, and Wallace J. Boyd, treasurer, of the Perkiomen Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, 1879, according to the best of his knowledge and belief.

(Signed) A. H. SEIPT, *President.*
WALLACE J. BOYD, *Treasurer.*

Affirmed and subscribed to before me, this 31st day of January, A. D. 1880.
HENRY R. BROWN, *Notary Public.*

R E P O R T
OF THE
People's Railway Company, for the year ending October 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles Baber, President,	Pottsville, Pa.
William D. Pollard, acting Secretary and Treasurer,	—

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Baber,	Pottsville, Pa.
Milton Boone,	Pottsville, Pa.
R. F. Lee,	Pottsville, Pa.
Mahlon R. Nichols,	Pottsville, Pa.
Levi Mattson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	250,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued, 5,000		
Capital stock, amount paid in on each share,	20	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1892, bear interest at six per cent., which is payable May 1 and November 1,) amount,	\$15,000	00
Total amount now of funded debt,	\$15,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$18,191 55		
The amount now of floating debt,	18,191	55
Total amount now of floating and funded debt,	\$33,191	55

COST.

Total cost of entire road to date,	\$86,517	12
Total cost of entire equipment,	33,465	29

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mount Carbon to Minersville,	6.06	6.06

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, 40 and 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 1
Wooden bridges, number of, 1 ; aggregate length, 30

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Mine Hill and Schuylkill Haven railroad, one mile south from Minersville.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	3	\$5,000 00
Number of second-class passenger cars,	13	
Number of coal, ore, and stone cars,	6	

Employees.

Average number of persons regularly employed by company, including officials, 8

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1878,			\$542 52
December, 1878,			611 78
January, 1879,			491 88
February, 1879,			482 72
March, 1879,			546 28
April, 1879,			582 60
May, 1879,			616 57
June, 1879,			576 02
July, 1879,			764 22
August, 1879,			866 71
September, 1879,			671 43
October, 1879,			624 10
Total,			\$7,876 83

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1878,	\$8 80
December, 1878,	78 05
January, 1879,	97 25
February, 1879,	16 25
March, 1879,	35 20
April, 1879,	30 70
May, 1879,	15 20
June, 1879,	12 45
July, 1879,	15 90
August, 1879,	9 00
September, 1879,	17 05
October, 1879,
Total,	\$335 85

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1878,	\$71 25	. . . . .	. . . . .	\$71 25
December, 1878, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
January, 1879, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
February, 1879,	71 25	. . . . .	. . . . .	71 25
March 31, 1879, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
April, 1879, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
May, 1879,	71 25	. . . . .	. . . . .	71 25
June 30, 1879, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
July, 1879, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
August, 1879, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Sept. 30, 1879,	71 25	. . . . .	. . . . .	71 25
October, 1879, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total, . . . . .	. . . . .	. . . . .	. . . . .	\$285 00

Total passenger earnings for the year,	\$7,376 83
Total freight earnings for the year,	835 85
Total earnings from all other sources	285 00
Total earnings for the year,	\$7,997 68

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . \$2,570 76

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,941 37
Fuel—wood,	828 21
Oil and waste,	231 03
Taxes,	99 71
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	680 23
Total miscellaneous,	\$4,780 55
Amount per mile of road operated,	2,570 76
Total,	\$7,351 31

STATE OF PENNSYLVANIA, }
County of Schuylkill, } ss :

Personally appeared before me, Charles Baber, president of the People's Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) CHARLES BABER, *President.*
WILLIAM D. POLLARD, *Acting Treasurer.*

Sworn and subscribed before me this 19th day of December A. D. 1879.
J. M. CROSLAND, *Justice of the Peace.*

REPORT

OF THE

*Philadelphia and Reading Railroad Company, for the
year ending November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin B. Gowen, President,	Philadelphia.
D. J. Brown, Secretary,	Philadelphia.
Samuel Bradford, Treasurer,	Philadelphia.
George deB. Keim, General Solicitor,	Philadelphia.
W. Lorens, Chief Engineer,	Philadelphia.
J. E. Wooten, General Manager,	Philadelphia.
George Eltz, Superintendent Transportation,	Reading, Pa.
J. A. Sweigard, Division Superintendent,	Philadelphia.
D. C. Reinhart, Division Superintendent,	Willamsport, Pa.
J. H. Olhausen, Division Superintendent,	Mahanoy Plane, Pa.
H. W. Tracy, Division Superintendent,	Pine Grove.
A. A. Hesser, Division Superintendent,	Cressona.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
H. Pratt, McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lippencott,	Philadelphia.
John Ashhurst,	Philadelphia.
Henry Lewis,	Philadelphia.
I. V. Williamson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock paid in by last report,		\$34,278,175	28
Capital stock, total amount now paid in: Preferred, \$1,551,800; common, \$32,726,375 28; total,		34,278,175	28
Capital stock, number of shares issued,	685,563 ⁵⁰ / ₁₀₀		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
Mortgage bonds, (bear interest at five, six, and seven per cent.,) amount,		\$55,457,500	00
Debenture, (bear interest at six and seven per cent.,) amount,		12,241,000	00
Script, (bear interest at six per cent.,) amount,		5,305,783	10
Bonds and mortgages on real estate,		1,846,877	94
Total amount now of funded debt,		\$74,850,611	04
Floating Debt.			
The amount now of floating debt,		7,550,079	54
Total amount now of floating and funded debt,		\$82,400,690	58
Funded debt as per last report,	\$74,070,392 37		
Floating debt as per last report,	5,284,173 10		
		\$79,354,565	47

Capital Accounts.

5 per cent. £ mortgage loan, 1836-80, coupon,	\$182,400	00		
7 per cent. £ mortgage loan, 1836-82, coupon,	184,400	00		
6 per cent. £ mortgage loan, 1843-80, coupon,	194,400	00		
6 per cent. £ mortgage loan, 1843-1910, coupon,	772,800	00		
6 per cent. \$ mortgage loan, 1843-80, coupon,	337,000	00		
6 per cent. \$ mortgage loan, 1843-1910, coupon,	206,500	00		
6 per cent. \$ mortgage loan, 1844-80, coupon,	449,000	00		
6 per cent. \$ mortgage loan, 1844-1910, coupon,	251,000	00		
6 per cent. \$ mortgage loan, 1848-80, coupon,	64,000	00		
6 per cent. \$ mortgage loan, 1848-1910, coupon,	34,000	00		
6 per cent. \$ mortgage loan, 1849-80, coupon,	44,000	00		
6 per cent. \$ mortgage loan, 1849-1910, coupon,	23,000	00		
6 per cent. \$ mortgage conv. loan, 1857-86, coupon,	79,000	00		
7 per cent. \$ mortgage loan, 1868-83, coupon,	2,700,000	00		
			\$5,573,500	00
Consolidated Mortgage Loan, 1871-1911 :				
6 per cent. gold \$ or £ coupon,	\$6,999,000	00		
6 per cent. gold \$, coupon,	305,000	00		
6 per cent. gold \$, registered,	663,000	00		
7 per cent. \$, registered,	3,339,000	00		
7 per cent. \$, coupon,	7,310,000	00		
			18,616,000	00
Improvement Mortgage Loan, 1873-97 :				
6 per cent. gold \$ or £, coupon,			9,364,000	00
			\$33,553,500	00
General Mortgage Loan, 1874-1908 :				
6 per cent. gold \$ or £, coupon,			19,686,000	00
Income Mortgage Loan, 1876-96 :				
7 per cent. \$, coupon,			2,218,000	00
			\$55,457,500	00
Bonds and mortgages on real estate,			1,846,877	94
Total mortgage loans,			\$57,303,877	94
6 per cent. \$ debenture loan, 1868-93, coupon,	\$1,126,500	00		
7 per cent. \$ debenture conv. loan, 1870-90, coupon,	28,000	00		
7 per cent. \$ debenture conv. loan, 1873-93, coupon,	10,499,900	00		
4 per cent. \$ debenture loan, 1873-96, coupon,	566,600	00		

\$5,773,000 of this loan held to meet above \$5,573,500.

\$35,000,000 of this loan held to meet above \$33,553,500.

Scrip, 1877-82 :							
6 per cent. debenture and guaran.,	\$3,470,025 00						
6 per cent. deb. and guaran., fractional,	2,948 00						
6 per cent. general mortgage, gold \$ or £,	1,733,580 00						
6 per cent. Perkiomen mortgage, guaran- teed gold \$ or £,	90,180 00						
		\$5,305,733	10		\$17,546,733	10	
Loan of Schuylkill Navigation Co., maturing 1895, .	\$1,200,000 00						
Loan of Schuylkill Navigation Co., maturing 1913, .	756,650 00						
Loan of Schuylkill Navigation Co., maturing 1915, .	621,600 00						
		\$2,578,250 00					
Loan of East Penn'a Railroad Co., maturing 1888, .	493,900 00				3,074,150	00	
							\$77,924,761 04
Common stock,					\$32,726,876	28	
Preferred stock,					1,551,800	00	
							34,278,175 28
LIABILITIES.							
Floating debt,					\$7,550,079	54	
Debts due by the company, including rentals, and principally for current business,					1,572,665	48	
Wages, materials, drawbacks, and connecting roads for November business,					870,911	13	
Coupons and interest on registered loans to Decem- ber 1, 1879, inclusive,					806,240	96	
State tax on capital stock and gross receipts,					98,165	71	
Sinking fund loan, 1836-82,					166,070	45	
Sinking fund Schuylkill Navigation Company im- provement bonds,					228,000	00	
Credit balance of insurance funds,					347,293	65	
Credit balance of renewal fund,					11,847	67	
							11,690,279 48
							\$123,853,215 80

COST.

Total cost of entire road to date, including all real estate owned by the company, all depots, machine shops, and tools,	\$38,201,433	17
Average of same per mile of road laid,	116,823	95
Average of same per mile of single track,	48,819	72
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	9,355,442	24
Average cost of equipment per mile of road operated by company,	12,591	44
Average cost of equipment per mile of road owned by company,	28,609	91
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile of road owned by company,	145,433	86
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Philadelphia to Mt. Carbon,	102.9	All.
Length of double main track,	102.9	All.
Branches.		
Northern Liberties and Penn Township branch, from Broad street, Philadel- phia, to Delaware river, Philadelphia, {	Length of branch,	1.4 All.
	Length of double track,	1.4 All.
Port Kennedy branch, from Port Ken- nedy to Lime Kilns, {	Length of branch,	1.2 All.
	Length of single track,	1.2 All.
Lebanon Valley branch, from Lebanon to Harrisburg, {	Length of branch,	53.7 All.
	Length of single track,	9.2 All.
	Length of double track,	44.5 All.

Lebanon and Tremont branch, from Lebanon to Brookside,	Length of branch,	42.2	All.
Schuylkill and Susquehanna branch, from Rockville to Auburn,	Length of single track,	42.2	All.
Mt. Carbon branch, from Mt. Carbon to Wadesville and Mt. Laffy,	Length of branch,	53.4	All.
	Length of single track,	53.4	All.
Mahanoy and Shamokin branch, from Mahanoy City to Herndon,	Length of branch,	8.5	All.
	Length of single track,	8.5	All.
	Length of double track,	64.6	All.
Moselem branch, from Leesport to Quarry,	Length of single track,	53.8	All.
West Reading branch, from Reading to Reading,	Length of double track,	10.8	All.
	Length of branch,	1.7	All.
	Length of single track,	1.7	All.
	Length of road,	1.9	All.
	Length of single track,	1.9	All.
Leased Roads.			
Chester Valley railroad branch, from Bridgeport to Downingtown,	Length of road,	21.5	All.
Colebrookdale railroad branch, from Pottstown to Barto,	Length of single track,	21.5	All.
Pickering Valley railroad branch, from Phoenixville to Byers,	Length of road,	12.8	All.
	Length of single track,	12.8	All.
East Pennsylvania branch, from Reading to Allentown,	Length of road,	11.3	All.
	Length of single track,	11.3	All.
	Length of double track,	36.0	All.
Allentown railroad branch, from Tipton to Kutztown,	Length of road,	17.7	All.
Little Schuylkill railroad branch, from Port Clinton to Tamaqua,	Length of single track,	13.3	All.
Mine Hill railroad branch, from Schuylkill Haven to Tremont and Locust Gap,	Length of road,	4.5	All.
	Length of single track,	4.5	All.
	Length of double track,	28.1	All.
Mt. Carbon and Port Carbon railroad, from Mt. Carbon to Palo Alto,	Length of road,	28.1	All.
Mill Creek railroad branch, from Palo Alto to New Castle,	Length of single track,	53.7	All.
	Length of double track,	31.9	All.
Schuylkill Valley railroad branch, from Palo Alto to Tuscarora,	Length of road,	21.8	All.
	Length of single track,	2.5	All.
	Length of double track,	2.5	All.
	Length of double track,	3.8	All.
	Length of double track,	3.8	All.
East Mahanoy railroad branch, from East Mahanoy Junction to Mahanoy City,	Length of road,	11.0	All.
	Length of single track,	5.7	All.
	Length of double track,	5.3	All.
Philadelphia, Germantown and Norristown railroad branch, from Philadelphia to Norristown and Chestnut Hill,	Length of road,	10.7	All.
Catawissa and Williamsport branch, from Tamanend to Williamsport,	Length of single track,	10.7	All.
	Length of double track,	33.7	All.
Philadelphia and Chester branch, from Philadelphia to Chester,	Length of road,	13.5	All.
	Length of single track,	20.2	All.
	Length of double track,	92.6	All.
Berks and Lehigh branch, from Reading to Slatifington,	Length of road,	92.6	All.
	Length of single track,	14.0	All.
	Length of double track,	9.3	All.
	Length of double track,	4.7	All.
North Pennsylvania railroad branch, from Philadelphia to Bethlehem,	Length of road,	41.2	All.
	Length of single track,	41.2	All.
	Length of double track,	86.4	All.
Delaware and Bound Brook railroad, branch, from Delaware river to Bound Brook,	Length of road,	39.6	All.
	Length of single track,	46.8	All.
	Length of double track,	30.7	
Aggregate length of main line and branches,	Length of single track,	3.7	
Aggregate length of leased roads,	Length of double track,	27.0	
Aggregate length of sidings and other track not above enumerated,		331.5	
Aggregate length of main line, branches, leased roads, sidings, and other track,		494.5	
Length of track laid, main line and branches owned and leased,		553.8	
		1,379.8	
		1,689.8	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, <i>i. e.</i> , miles of track,	1,445.9
Miles of steel rail in use, <i>i. e.</i> , miles of track,	243.9
Weight of rail per yard, { Iron,	56 & 68 pounds.
{ Steel,	68 & 66 pounds

Bridges and Trestles.

Number of bridges and trestles on whole line,	692
Wooden bridges, number of, 205 ; aggregate length, . . .	20,915 feet.
Stone bridges, number of, 112 ; aggregate length,	9,258 feet.
Iron bridges, number of, 118 ; aggregate length,	10,162 feet.
Wooden trestles, number of, 257 ; aggregate length, . . .	39,023 feet.

Crossings.

What steam railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Trenton railroad, at Richmond, Philadelphia. Lehigh Valley railroad, at Ashland. Northern Central railroad, at Herndon. Mine Hill and Schuylkill Haven railroad, at Schuylkill Haven. Philadelphia and Erie railroad, at Milton, Montgomery, and Williamsport. Sunbury, Hazleton, and Wilkes-Barre railroad, at Catawissa.

What steam railroads cross your road, either over or under your grade, in this Commonwealth, and where? Connecting railroad, at Philadelphia and Fairmount Park, (over.) Germantown and Norristown railroad, at Falls, and Nicetown, Philadelphia, (over.) North Pennsylvania railroad, at Fairhill Junction, Philadelphia, (over.) Lehigh Valley railroad, at Shenandoah, (over;) Conner Colliery, (under;) and Ashland, (under.) Berks and Lehigh railroad, at one half mile south of Tuckerton, (over.) Lackawanna and Bloomsburg railroad, at Rupert, (under.)

Stations.

Number of stations at which there are agents on main road,	45
Number of stations at which there are agents on branches,	51
Number of stations at which there are agents on leased roads,	176
Number of engine-houses and shops in Pennsylvania 70 ;	
total number entire road,	71
Number of wood and water stations on main road, . . .	18
Number of wood and water stations on branches,	42
Number of water stations on leased roads,	59
Value of real estate held by the company, including cost of road,	\$7,688,344 25
Number of tunnels, 10 ; aggregate length,	13,066 feet.

How is track laid, and on what foundation? Broken stone and furnace cinder.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	283	\$10,000	00
Number of locomotives of more than 30 tons weight,	151	9,250	00
Number of locomotives of more than 20 tons weight,	42	7,000	00
Number of locomotives of more than 10 tons weight,	2	6,800	00
Number of first-class passenger cars,	340	4,000	00
Number of second-class passenger cars,	88	2,600	00
Number of baggage, mail, and express cars,	76	1,650	00
Number of freight cars, {	House cars,	1,737	500 00
	Truck cars,	2,535	419 00
	Coal cars,	15,027	450 00
	Ore cars,	95	440 00
	Stone cars,	1,054	440 00
Number of caboose cars,	132	528	00

The average cost of cars, as stated, is that of eight-wheeled cars of the several classes.		
Average number of cars in passenger trains, including baggage cars,		5
Average number of cars in coal trains, four wheel cars, .		130
Average number of cars in freight trains, four wheel cars,		85
Average weight of passenger trains, including locomotive and tender, in working order,	173 tons.	
Average weight of freight trains, including locomotive and tender, in working order,	406 tons.	
Average weight of coal trains, including locomotive and tender, in working order,	998 tons.	

Employees.

Average number of persons regularly employed by company, not including canals,	11,525
Same in Pennsylvania, (this includes persons who work partly in the State,)	11,337

DOINGS OF THE YEAR.

Transportation and total Miles run.

Number of miles run by passenger trains,	2,101,392
Number of miles run by freight trains,	2,326,192
Number of miles run by coal trains,	5,875,171
Number of passengers averaged as through for the year on main road,	1,064,332
Number of passengers (all classes) carried in cars, . . .	7,908,648
Number of miles traveled by same,	98,982,902
Number of miles traveled in Pennsylvania,	95,282,333
Number of tons of 2,000 pounds of merchandise and coal averaged as through for the year on main road,	9,560,624
Number of tons of merchandise and coal carried one mile on main line and branches,	889,138,076
Number of tons of merchandise and coal carried one mile in Pennsylvania,	886,520,447

Gross amount of tonnage for the year, (2,000 pounds per ton,) including materials for use of road and weight of passengers,	14,673,159
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, including stops, (miles per hour,)	42
Average rate of speed adopted by freight trains, } Freight,	14
including stops, (miles per hour,) } Coal,	9

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1878,	475,604	July, 1879,	830,527
January, 1879,	532,858	August, 1879,	820,270
February, 1879,	418,656	September, 1879,	893,314
March, 1879,	510,762	October, 1879,	784,429
April, 1879,	556,135	November, 1879,	675,099
May, 1879,	649,941	Total,	7,908,648
June, 1879,	761,063		

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	8,856,741	Merchandise and manufactures,	296,896
Bituminous coal,	268,549	Live stock,	47,237
Petroleum and other oils,	89,966	Lumber,	302,160
Pig iron,	389,174	Other articles and express goods, company's merchandise, materials, passengers' baggage, &c.,	1,712,343
Railroad iron,	110,456	Total,	14,673,159
Other iron or castings,	340,854		
Iron and other ores,	741,459		
Stone and lime,	394,858		
Agricultural products,	1,122,976		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

Passengers, proximate average per mile,	2 ¹ / ₁₀ cents.
---	---------------------------------------

Rate per ton per Mile charged for Merchandise and Coal.

For freight and tolls on merchandise, (2,000 pounds,) per ton per mile, proximate average,	1 ⁶⁷ / ₁₀₀ cents.
For freight and tolls on coal, (2,240 pounds,) per ton per mile, proximate average,	1 ³³ / ₁₀₀ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1878,			\$115,168 54
January, 1879,			106,562 42
February, 1879,			92,098 74
March, 1879,			114,729 58
April, 1879,			122,533 88
May, 1879,			171,675 23
June, 1879,			195,997 61
July, 1879,			218,511 11
August, 1879,			224,120 96
September, 1879,			226,035 33
October, 1879,			215,836 58
November, 1879,			190,868 71
Total,			\$1,994,158 74

From Transportation of Freight.

MONTHS.	Merchandise.		Coal.		Total.	
December, 1878,	\$214,040	88	\$472,629	45	. . . . .	. .
January, 1879,	231,609	77	552,959	49	. . . . .	. .
February, 1879,	184,983	46	539,619	18	. . . . .	. .
March, 1879,	218,578	90	546,940	14	. . . . .	. .
April, 1879,	277,712	29	579,247	44	. . . . .	. .
May, 1879,	379,999	52	576,031	84	. . . . .	. .
June, 1879,	359,380	77	617,891	99	. . . . .	. .
July, 1879,	335,266	21	588,230	19	. . . . .	. .
August, 1879,	401,187	48	674,417	27	. . . . .	. .
September, 1879,	385,112	82	580,167	00	. . . . .	. .
October, 1879,	418,408	60	767,983	67	. . . . .	. .
November, 1879,	421,215	35	690,104	40	. . . . .	. .
Total,	\$3,827,496	05	\$7,186,222	01	\$11,013,718	06

From all other Sources.

MONTHS.	Mails.		Steam Colliers and Coal Barges.		Miscellaneous.		Total.	
December, 1878,	\$3,370	65	\$60,408	75	\$5,681	19	. . . . .	. .
January, 1879,	3,370	67	59,312	16	5,980	68	. . . . .	. .
February, 1879,	3,458	18	51,487	76	4,994	72	. . . . .	. .
March, 1879,	3,395	67	75,708	56	5,925	10	. . . . .	. .
April, 1879,	3,395	66	74,907	52	6,145	21	. . . . .	. .
May, 1879,	4,056	40	86,630	34	12,287	71	. . . . .	. .
June, 1879,	4,012	54	70,796	93	1,857	43	. . . . .	. .
July, 1879,	4,012	55	55,210	38	1,747	04	. . . . .	. .
August, 1879,	4,012	54	55,774	07	1,676	13	. . . . .	. .
September, 1879,	4,012	54	71,829	48	1,814	05	. . . . .	. .
October, 1879,	3,870	10	82,418	79	2,929	51	. . . . .	. .
November, 1879,	3,976	93	100,011	03	2,492	87	. . . . .	. .
Total,	\$44,944	43	\$843,995	77	\$53,531	04	\$942,471	24
Other sources, . . . . .	. . . . .	. .	. . . . .	. .	. . . . .	. .	41,891	54
							\$984,362	78

Total passenger earnings for the year,	\$1,994,158	74
Total merchandise and coal earnings for the year,	11,013,718	06
Total receipts from all other sources,	984,362	78
Total receipts for the year,	\$13,992,239	58
* Proportion of receipts in Pennsylvania,	\$13,815,156	93

* This includes receipts from steam colliers and coal barges, which are partly out of the State.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$748,191	87
Railroad iron,	\$145,416 13	
Add balance of renewal of years 1878-79,	11,482 13	
	156,898	26
Repairs of bridges,	145,163	61
Repairs of buildings and fixtures,	102,805	46
All other expenses for maintenance of way,	210,920	40
Total for maintenance of way,	\$1,363,979	60
Cost per mile of road kept in repair,	\$1,714	45
Proportion for Pennsylvania,	1,344,423	94

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$473,816	81
Repairs of machinery,	29,009	64
Repairs of passenger, baggage, and mail cars,	107,142	25
Repairs of merchandise and coal cars,	702,897	20
Total for maintenance of motive power and cars,	\$1,312,865	90
Cost per mile of road operated,	\$1,654	13
Proportion for Pennsylvania,	1,283,111	90

Miscellaneous.

Salaries of officers, agents, &c., on the road, wages of engineers, firemen, conductors, and other train hands,	\$2,063,390	35
Wages of switchmen, signal-men, gate-keepers, watchmen, and depot hands,	330,633	01
Fuel—number of cords of wood, and preparing for use, \$4,802 ; cost,	18,310	61
Fuel—number of tons of coal, and preparing for use, \$367,297 ; cost,	697,747	13
Oil and waste,	113,283	50
Telegraph, water rents, &c.,	117,020	87
Hauling and assorting cars in coal region, and at Port Richmond, and shipping expenses,	458,921	15
Damages for loss of goods and baggage,	5,011	61
Labor at depots, stationary engines, fuel, materials, &c.,	79,823	94
Taxes,	211,998	65
Insurance, profit and loss, damages, premium on gold, &c.,	42,249	85
Rents of laterals, &c.,	1,776,194	05
New tracks and sidings charged to expenses,	29,584	50
Steam colliers and coal barges,	484,272	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	367,326	52
Total miscellaneous,	\$6,794,767	74
Amount per mile of road operated,	\$7,954	60
Proportion for Pennsylvania,	6,750,401	45
Total expenditures for operating the road, steam colliers and coal barges,	9,471,613	24
Expenses per mile of the road operated, not including steam colliers and coal barges,	11,323	18
Expenses per train mile, not including steam colliers and coal barges,		87 ²¹ / ₁₀₀
Proportion for Pennsylvania,	9,377,937	29

EARNINGS.

Passenger transportation,		\$1,994,158	74
Merchandise transportation,	\$3,827,496 05	} Total,	11,018,718 06
Coal transportation,	7,183,223 01		
Mail service,		44,944	43
Steam colliers and coal barges,		843,995	77
All other sources of income,		95,422	58
Total,		\$13,922,239	58
Operating Expenses.			
Maintenance of way and buildings,	\$1,363,979 60		
Maintenance of motive power and cars,	1,312,865 90		
Miscellaneous,	6,794,767 74		
Total operating expenses, including steam colliers and coal barges, being 67 ⁷ / ₁₆ per cent. of earnings,		9,471,613	24
Net earnings, not including loss on canals,		\$4,520,626	34
Receipts per mile of road operated, not including steam colliers and coal barges,		\$16,481	52
Expenses per mile of road operated, not including steam colliers and coal barges,		11,323	18
Net earnings, not including loss on canals,		\$4,520,626	34

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Philadelphia and Reading Railroad Company transacts its own express business.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned? Sleeping cars are run, the charges for use of the berths being collected by Pullman's Palace Car Company, who are the owners of the cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$44,944 43. No contracts. Terms vary on the different branches.

STOCK AND DIVIDENDS.

Amount of preferred stock, \$1,551,800 00
Amount of common stock now outstanding, 32,726,375 28

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		2		2		4
Employees,	10	47	13	16	23	63
Others,	2	8	46	45	48	48
Total,	12	52	59	63	71	115

Statement of each Accident.

December 5, 1878. Eugene Helmbold, head injured; struck by train while driving across track, at Philadelphia.

December 7. Martin Zebley, fatal; attempting to get on shifting engine, at Philadelphia.

December 11. William P. Noll, fatal; run over by coal train, at Reading.

December 11. Patrick Barnet, arm injured; caught between bumpers, at Mount Carbon.

December 11. William T. Bray, (boy,) arm broken; struck by engine while walking alongside of track, at Wingohocking.

December 13. John Kulp, ribs broken; repair truck struck by engine, near Dornsife.

December 27. Thomas J. Ward, (boy,) fatal; attempting to get off coal car, at Philadelphia.

December 27. Thomas Kleckner, hand injured; caught between bumpers, at Mahanoy Plane.

December 31. John Kohlas, hand injured; caught between bumpers, at Philadelphia.

January 4, 1879. William J. Miller, arm injured; caught between bumpers, at Reading.

January 6. Augustus Barlot, fatal; run over while lying on track, near Blandon.

January 7. William R. Brayson, head and hand injured; struck by train while walking on track, near Shawmont.

January 10. Eli Ehrig, arm bruised; caught between bumpers, at Allentown.

January 17. John Lawton, fatal; struck by train while crossing track, at Manayunk.

January 21. Philip Mohan, fatal; run over while walking on track, near Port Clinton.

January 22. Edwin Devine, hand injured; caught between bumpers, at Philadelphia.

January 26. Daniel Moore, fatal; circumstances of accident unknown; body found alongside of track, near Reading.

January 28. Mary A. Werts, fatal; struck by engine while standing on track, near Reading.

January 29. Zadoc Moel, hip injured; struck by engine, at Phoenixville.

January 30. Hugh E. Loughery, hand injured; caught between bumpers, at Limerick.

February 10. Frank Repp, hand injured; caught between bumpers, at Perkiomen Junction.

February 10. James McDonald, fatal; attempting to get on coal train, at Philadelphia.

February 11. John Montgomery, leg broken; struck by train while walking on track, near Manayunk.

February 12. Charles K. Auge, head and shoulder injured; struck by engine, at Reading.

February 15. Ross Wilson, foot injured; run over while coupling cars, at Manayunk.

February 20. Michael Kerns, fatal; struck by engine while standing on track, near Cumbola.

February 25. A. F. Berdaneer, head and back injured; falling off coal car, at Mahanoy plane.

February 27. Frederick Baumgard, (boy,) fatal; attempting to get on coal train, at West Conshohocken.

February 28. Calvin Fryer, foot injured; attempting to get on freight train, at Reading.

March 3. James Costello, hand injured; caught between bumpers, at Philadelphia.

March 6. John H. Noble, and William Bailey, (boys,) badly cut and bruised; struck by car, while playing on track, at Pottstown.

March 6. George Kershner, fatal; run over, while coupling cars, at Phoenixville.

March 8. Charles Gessley, (boy,) fatal; jumping off coal train, at Hamburg.

March 8. B. F. Jacoby, foot injured; run over, while coupling cars, at Bridgeport.

March 11. John Deter, arm broken; jumping off coal train, near Port Clinton.

March 13. George Devow, (boy,) foot injured; playing about coal train, at Reading.

March 15. Jacob Hunter, foot injured; struck by engine, while walking on track, at Reading.

March 20. Justus Sherer, arm injured; caught between bumpers, at Schuylkill Haven.

March 22. Arthur L. Myers, hand injured; attempting to get on freight train, near Norristown.

March 24. George Brewster, fatal; run over, while walking on track, at Richmond.

March 25. John McCurdy, fatal; run over, while lying on track, at Philadelphia.

March 25. Patrick J. Nolan, injured about body; caught between cars, at Port Clinton.

March 27. Robert Beadencup, hand injured; caught between bumpers, at Reading.

March 27. George Shadle, fatal; run over, while walking on track, at Lincoln colliery.

April 1. William Agen, fatal; circumstances of accident unknown; body found lying on track, at Leesport.

April 1. John S. Lenhart, head injured; striking over-head bridge, near West Falls.

April 3. Charles Carter, hand injured; caught between bumpers, at Birdsboro'.

April 8. Henry Wolf, (boy,) fatally injured; and Samuel Rheimbold, (boy,) arm and leg broken; struck by train, while crossing track, near Swatara Gap.

April 11. John Wentzel, head cut; struck by engine, while walking on track, at Reading.

April 11. Dennis Daily, fatal; struck by train, while walking alongside of track, near Wingohocking.

April 11. John Young, fatal; caught between cars, at Reading.

April 14. John D. Miller, fatal; striking over-head bridge, near Salford.

April 17. Daniel Orth, arm injured; jumping off train, near Rutherford.

April 23. Michael Blake and Hugh Boyle, (boys,) badly bruised; gate knocked down by engine, which had run off track, at Philadelphia.

April 30. Amos Amole, arms broken; struck by car, while standing on track, at Phoenixville.

April 30. Daniel Clouser, arm bruised; caught between bumpers, at Bridgeport.

May 1. Samuel Schlear, foot injured; run over, while coupling cars, at Birdsboro'.

May 10. William H. Lewis, fatal; run over, while coupling cars, at Reading.

May 10. Owen P. Malone, (boy,) foot injured; attempting to get on train, at Philadelphia.

May 13. Mark Mitzkase, foot injured; attempting to get on coal train, at Locust Dale.

May 15. John A. Matts, arm and leg broken; struck by train, while crossing track, at Sinking Spring.

May 17. John Broadbent, ribs broken; struck by train, while sitting on track, near Falls.

May 19. John Cahill, arm broken; fell from freight car, at Topton.

May 20. Charles Bell, hand injured; caught between bumpers, at Reading.

May 26. Edward Todd, fatal; attempting to get on freight train, at Sanatoga.

May 31. Elizabeth Strassburger, rib broken, and hip injured; collision of passenger train and coal train, at Perkiomen Junction.

May 31. Charles Skean, hand injured; caught between bumpers, at Belmont.

June 2. Albert Strecker, boy, leg injured; run over by coal train, at Philadelphia.

June 5. John Bahrt, arm injured; caught between bumpers, at Richmond.

June 5. George Dubree, foot injured ; caught between bumpers, at Bethlehem.

June 9. Henry Heffner, hand injured ; caught between bumpers, at Reading.

June 9. Kiernan Breunan, fatal ; attempting to get on coal train, near Girardville.

June 9. George Buckingham, fatal ; run over while standing on track, at Richmond.

June 10. Alfred Toole, arm broken ; struck by train while standing close to track, at Philadelphia.

June 11. Thomas H. Sherwood, junior, boy, fatal ; struck by train while crossing track, near Wayne.

June 12. John Kerns, elbow dislocated ; falling between cars, at Rupert.

June 13. Charles Baker, fatal ; run over while lying on track, at Danville.

June 17. Reuben Bredbender, fatal ; fell from trestle bridge, near McAuley.

June 18. Mrs. Clay, collar bone broken ; struck by engine while walking on track, at Reading.

June 20. Daniel Wentzel, both legs badly injured ; run over while walking on track, at Reading.

June 23. Benjamin Hacker, foot injured ; attempting to get on coal train, near Shamokin.

June 26. John Flemming, leg broken ; caught between cars, at Phoenixville.

July 3. Henry Geiger, boy, arm broken ; struck by train while crossing track, at Reading.

July 3. Edward R. Reeves, injured about head and internally ; struck by train while driving across track, near Tioga.

July 4. Henry Rexrath, leg cut off ; jumping off train, at Philadelphia.

July 4. Thomas Miller, fatal ; run over while walking on track, near Gilderton.

July 12. Louisa Krouse, hip dislocated ; jumping off train, near Douglassville.

July 12. Stephen Hawand, fatal ; circumstances of accident unknown ; body found lying alongside of track, at Reading.

July 13. Thomas Comley, fatal ; run over while lying on track, at Excelsior.

July 15. John Cunningham, head injured ; playing about cars, at Philadelphia.

July 15. Unknown man, fatal ; struck by train while walking on track, at Philadelphia.

July 16. James Caveston, foot injured ; attempted to get on coal train, at West Manayunk.

July 16. Thomas Conway, head injured; caught between cars, at Palo Alto.

July 16. Unknown man, fatal; run over while lying on track, near Pencoyd.

July 19. Robert Wallack, arm broken and hand injured; caught between bumpers, at Philadelphia.

July 21. Amos A. Sellers, fatal; attempting to get on freight train, near Beaver.

July 21. John Jones, hip dislocated; caught between cars, at Tamaqua.

July 24. E. M. Whetstone, hand injured; caught between bumpers, at Ashland.

July 25. Philip S. Machamer, fatal; run over while gathering coal on track, at Reading.

July 26. Henry Channing, arm broken; caught between cars, at West Spring Mill.

July 26. Amos Neifert, hand injured; caught between bumpers, at Bridgeport.

John Haldeman, foot injured by collision of trains, at Sandy Run.

August 2. James McElree, fatal; run over by coal cars, near Richmond.

August 3. Henry Bertollette, leg broken; fell in jumping off engine, at Reading.

August 3. John Boyd, (boy,) foot injured; attempting to get on train, at Lebanon.

August 9. John Reichert, leg broken; jumping off coal train, near Leesport.

August 9. Lawrence Humm, fatal; jumping off freight train, at Wissahickon.

August 9. John Patterson, fatal; struck by engine while sitting on track, near McAuley.

August 11. John Staib, leg injured; struck by engine while standing on track, at Philadelphia.

August 12. Benjamin Norman, ribs broken and hand injured; attempting to get on coal train, at Reading.

August 15. Edward F. Miller, fatal; circumstances of accident unknown; body found lying on track, near West Manayunk.

August 16. Gabriel Bossler, fatal; attempting to get on coal train, at Tuckerton.

August 16. Moses Noar, fatal; struck by engine while driving across track, at Philadelphia.

August 16. William Flanigan, (boy,) legs injured; attempting to get on coal train, at Locust Dale.

August 19. Kain O'Connor, hand injured; caught between bumpers, at Pottstown.

August 21. William Steinecke, (boy,) fatal; struck by engine while standing on track, at Philadelphia.

August 24. Arndt. Frantz, foot injured ; knocked off train by striking against bridge, near Heilman Dale.

August 27. Edward Cummiskey, boy, fatal ; run over while gathering coal on track, at Phoenixville.

August 28. Jane Carley, fatal ; run over while walking on track, near Richmond.

August 28. Franklin J. Cook, fatal ; run over while crossing track, at Philadelphia.

August 30. Lewis Lewis, boy, foot injured ; foot caught between cars, at Philadelphia.

August 30. William A. Garrett, hand injured ; caught between bumpers, at Reading.

September 1. G. A. Steele, collar bone broken ; caught between cars, at Catawissa.

September 3. Mark Randall, fatal ; fell from cars and was run over, at Merion.

September 4. Albert Howe, leg injured ; attempting to get on coal train, at Reading.

September 9. James Taylor, arm injured ; caught between bumpers, at Pottsgrove.

September 10. James Moran, foot injured ; run over while coupling cars, at Rambo's.

September 10. Washington Hall, fatal ; struck by train while crossing track, at Perkasio.

September 11. Albert Sheaffer, arm and leg injured ; attempting to get on engine, at Emaus.

September 13. George Gould, fatal ; caught between cars, near Richmond.

September 13. Joanna Hagerty, fatal ; run over while walking on track, near Schuylkill Haven.

September 13. Frank Trout, arm broken ; falling from coal car, at St. Nicholas.

September 14. John B. Gormley, arm injured ; run over while lying alongside of track, at Philadelphia.

September 20. John Gardner, badly bruised ; run over while coupling cars at Danville.

September 22. William Dolan, fatal ; run over while lying on track, near Girardville.

September 23. Joseph H. Huffer, internal injuries ; struck by engine, at Gray's Ferry.

September 27. Isaac Prizer and Alexander Young, fatally injured ; by collision of ballast train and freight train, near Douglassville.

September 27. Henry Benner, (boy,) foot injured ; caught between bumpers while riding on coal train, at West Falls..

October 1. John Shore, fatal; fell from car and was run over, at West Falls.

October 4. John Glover, fatal; struck by train while walking on track, at Falls.

October 7. Joseph Evans, (boy,) fatal; caught between cars at Philadelphia.

October 8. Nicholas Stroble, fatal; hand caught between bumpers, at Philadelphia.

October 8. John Wootten, hand injured; caught between bumpers, at Reading.

October 10. John E. Rooney, head injured; jumping off coal train, at Richmond.

October 10. Albert J. Hanck, (boy,) fatal; run over while crossing track, at Philadelphia.

October 11. J. F. Hedden, foot injured; run over while crossing track, at Catawissa.

October 13. Patrick Martin, collar bone broken; caught between bumpers, at Shamokin.

October 15. George Hare, injured about hips; caught between cars, at Reading.

October 15. John M. Bader, (boy,) leg injured; jumping off train, at Philadelphia.

October 16. Henry Reimenchneider, (boy,) leg broken; while riding on freight train, at Philadelphia.

October 16. David McAllister, hand injured; fell between cars and was run over, at Pine Grove.

October 17. Peter Smith, hands injured; fell into culvert and was run over, at Perkiomen Junction.

October 17. Albert Anthony, hand injured; caught between bumpers, at Reading.

October 18. James McKnight, fatal; attempting to get on coal train, at West Falls.

October 23. Milton N. Stout, fatal; fell from coal train and was run over, at Lansdale.

October 24. Patrick Cannon, (boy,) foot cut off; fell from coal train and was run over, at Mahanoy City.

October 26. Peter Aiken, fatal; struck by engine while standing alongside of track, at Richmond.

October 26. Cyrus Wentzel, legs broken, and Timothy Hynetman, fatally injured; run over while gathering coal on track, at Reading.

October 27. John McGovern, internal injuries; falling from tank of engine, at Cressona.

October 27. James Repp, fatal; caught between cars, at Allentown.

October 28. Augustus Mengle, hand injured; caught between bumpers, at Reading.

October 28. John Riley, fatal; struck by train while lying on track; near Norristown.

October 29. William Moore, fatal; run over while standing on track, near Thomaston.

October 30. Samuel Fredericks, injured about body; caught between cars, at East Mahanoy junction.

October 31. Simon Lord, leg broken; struck by engine while walking on track, near Cressona.

November 4. John Boyle, thigh broken and internal injuries; collision of engine with freight cars, at Hatfield.

November 7. Anthony Grusch, foot injured; caught between bumpers, at Mahanoy Plane.

November 12. John Collins, (boy;) fatal, attempting to get on train, at Bethlehem.

November 13. David Noesch, ribs broken; struck by train while crossing track, at Philadelphia.

November 14. William Henry, fatal; freight cars running off track, near Shuman's.

November 14. Patrick F. Ward, fatal; striking against over-head bridge, near Reading.

November 14. Charles H. Runkle, head injured; lump of coal falling from car, at St. Clair.

November 14. William Eaches, hand injured; caught between bumpers, at Reading.

November 15. Alfred D. Laing, fatal; attempting to get on coal train, at Brookside.

November 15. Charles Smith, fatal; attempting to get on coal train, at Locust Gap.

November 19. Frank P. Moyer, hand injured; caught between bumpers, at Reading.

November 22. Andrew McBride, fatal; fell from coal car, and was run over, at Philadelphia.

November 27. Frank C. Benjamin, rib broken; striking against water column, at Hamburg.

November 27. William Springer, (boy,) leg injured; run over while walking on track, near Royer's Ford.

November 28. Frank Schaffer, fatal; struck by engine while standing on track, near Wayne junction.

November 29. Weimer Snyder, (boy,) leg injured; jumping off coal train, near Shamokin.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, F. B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

F. B. GOWEN, *President.*
S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.
J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

*Philadelphia, Germantown and Norristown Railroad
Company, for the year ending September 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President,	Philadelphia.
Alexander E. Dougherty, Secretary and Treasurer,	Philadelphia.
William W. Stephens, Assistant Treasurer,	Philadelphia.

General office, No. 12 Philadelphia Exchange, Philadelphia.

<i>Names of Managers.</i>	<i>Residences.</i>
Coffin Colket,	Philadelphia.
William Musser,	Philadelphia.
William H. Slingluff,	Norristown, Pa.
I. V. Williamson,	Philadelphia.
Winfield S. Wilson,	Tredyffrin, Chester county, Pa.
Daniel Longaker,	Norristown, Pa.
Richard Dale,	Philadelphia.
John F. Gilpin,	Philadelphia.
Henry M. Phillips,	Philadelphia.
John A. Brown, junior,	Philadelphia.
Edwin N. Benson,	Philadelphia.
Lewis Elkin,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,500,000	00
Capital stock authorized by votes of company,	2,246,900	00
Capital stock, amount subscribed,	2,246,900	00
Capital stock paid in by last report,	2,246,900	00
Capital stock, total amount now paid in,	2,246,900	00
Capital stock, number of shares issued, 44,938		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$1,139,078	84
Average of same per mile of road laid,	56,953	94
Total cost of entire equipment,	367,988	09
Average cost of equipment per mile of road operated by company, .	18,399	40
Cost of road and equipment per mile,	75,353	34

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Norristown,	17	All.
Length of sidings,	5	All.
Length of double main track,	17	All.
Branches.		
Germantown branch, from junction to { Length of branch, . .	3	
Germantown, } Length of double track,	3	
Plymouth branch, from Conshohocken { Length of branch, . .	9 ²⁵ ₁₀₀	
to Oreland, } Length of single track,	9 ²⁵ ₁₀₀	
	2 ³⁷ ₁₀₀	
	Length of sidings, . .	
Aggregate length of main line and branches,	29 ²⁵ ₁₀₀	
Aggregate length of sidings and other track above enumerated, .	7 ³⁷ ₁₀₀	
Aggregate length of main line, branches, sidings, and other track,	36 ⁶² ₁₀₀	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (exclusive of sidings,)	16½
Miles of steel rail in use,	3½
Weight of rail per yard, iron and steel,	50,57,58,67 lbs.

Bridges and Trestles.

Number of bridges on whole line,	25
Wooden bridges, number of, 6 ; aggregate length,	412 feet.
Stone bridges, number of, 5 ; aggregate length,	257 feet.
Iron bridges, number of, 14 ; aggregate length,	555 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? There are four city passenger railways that cross the railroad of this company, at grade, in the city of Philadelphia, viz :

The Green and Coates, at Ninth and Green, and Ninth and Coates streets; the Union, at Wallace and Master streets, Columbia avenue, &c. ; the Germantown, at Girard avenue, and a branch of the Germantown at Broad street.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? The Philadelphia and Reading, (under) at or near Nicetown.

Stations.

Number of stations on main road, passenger and freight, .	17
Number of stations on branches, passenger and freight, .	4
Number of wood and water stations on main road, . . .	4
Value of real estate held by the company, exclusive of road-way,	\$500,793 49

How is track laid and on what foundation? With iron and steel rails, oak and chestnut cross-ties, on cinder and broken stone.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	1 {	\$6,780	93
Number of locomotives of more than 20 tons weight,	23 {	2,209	00
Number of first-class passenger cars,	45	1,211	00
Number of baggage, mail, and express cars,	13	469	00
Number of freight-cars: House cars, trucks, ore, and stone cars, (equal to 192 eight wheeled cars,)	192		

The railroad of this company, with the Germantown and Plymouth branches, with all their real estate and appurtenances of every description, were, on the 10th of November, 1870, leased to the Philadelphia and Reading Railroad Company for the term of nine hundred and ninety-nine years, at an annual rent of \$269,623 34, and \$8,000 yearly for expenses of maintaining the corporate organization, and to pay all taxes and assessments upon the capital stock and on dividends, and all taxes and assessments of every kind, in pursuance of any lawful authority on the demised premises. or upon the business there carried on, or the receipts, gross or net, therefrom.

Receipts from all Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1878,			\$69,543 51	\$69,543 51
March, 1879,			69,067 50	69,067 50
April, 1879,			405 83	405 83
June, 1879,			69,473 34	69,473 34
August, 1879,			69,473 33	69,473 33
Total,			\$277,963 51	\$277,963 51

Summary of Payments.

Number and per cent. of dividends: Four dividends of three per cent. each—twelve per cent. on capital of \$2,246,900.		
Amount paid in dividends, including unpaid dividends due in 1878, .	\$268,200	00
Other items, including salaries, office rent, and incidental office expenses,	7,030	19
	\$275,230	19

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss :

Personally appeared before me Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*
A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 10th day of November, A. D. 1879.
W. W. DOUGHERTY, *Notary Public.*

REPORT

OF THE

Philadelphia and Chester County Railroad Company

for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
Thomas S. Cox, President,	Sugartown, Chester county, Pa.
J. G. Allen, Secretary and Treasurer,	1237 Spruce street, Philadelphia.

General offices at No. 119 South Fourth street, Philadelphia.

Names of Directors.	Residences.
Thomas S. Cox,	Sugartown, Chester co., Pa.
J. Clemson Sharpless,	Radnor, Delaware co., Pa.
J. T. Williams,	Philadelphia.
D. J. Stevenson,	Philadelphia.
R. D. Allen,	Philadelphia.
J. G. Allen,	Philadelphia.
Levi Lukens,	Upper Darby P. O., Delaware co., Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company, (preferred,)	500,000	00
Capital stock, amount subscribed, (of old company,)	84,450	00
Capital stock paid in to old company,	35,220	00
Capital stock, number of shares issued for purchase of road, . 10,000		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
<i>(At end of financial year ending August 31, 1879.)</i>		
First mortgage bonds, (due August, 1898, bear interest at seven per cent., which is payable semi-annually,) amount,	\$7,500	00
Additional to December 31, 1879,	5,000	00
Special mortgage on real estate, (bearing interest at six per cent., which is payable September 15, 1880,) amount,	2,000	00
Total amount now of funded debt,	\$14,500	00
Floating Debt.		
Unfunded debt incurred for construction, equipment, or purchase of property, about,	\$1,155	00
The amount now of floating debt,	1,155	00
Total amount now of floating and funded debt,	\$15,655	00
Funded debt of old company as per last report, but now merged with present funded debt,	\$13,375	00
Total cash realized from capital stock and debt,	\$154,650	00

COST.

Total cost of entire road to December 31, 1879,	\$153,398	25
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CHARACTERISTICS OF ROAD.

Main Line.

Proposed length of main line, from Philadelphia, via West Chester, to Downingtown,	35 miles.
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Gauge.

What is the gauge of your lines?	4 feet 8½ inches.
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Stations.

Value of real estate held by the company, exclusive of roadway, all in Pennsylvania,	\$5,500	00
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EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Construction and rights of way accounts during financial year ending August 31, 1879,	\$3,443	24
Approximate of same to December 31, 1879,	6,248	31
Any other expenditures chargeable to purchase of road, and including merging of old debts,	14,864	35
Total,	\$24,555	90
All in Pennsylvania.		

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Thomas S. Cox, president, and J. G. Allen, treasurer, of the Philadelphia and Chester County Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending August 31, A. D. 1879, and approximate to December 31, 1879, according to the best of their knowledge and belief.

(Signed,)

THOMAS S. COX, *President.*
J. E. ALLEN, *Treasurer.*

Affirmed and subscribed before me, this 30th day of January, A. D. 1880.
WALTER S. GIBSON, *Notary Public.*

REPORT

OF THE

*Philadelphia and Trenton Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President,	Philadelphia.
James R. McClure, Secretary,	Philadelphia.
William Taylor, Treasurer,	Cambridge, New Jersey.
General offices at 238 South Fourth street, Philadelphia, Pennsylvania.	

<i>Names of Directors.</i>	<i>Residences.</i>
Strickland Kneass,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Josiah Bacon,	Philadelphia.
Wistar Morris,	Philadelphia.
A. J. Derbyshire,	Philadelphia.
John M. Kennedy,	Philadelphia.
Alexander Biddle,	Philadelphia.
Henry M. Phillips,	Philadelphia.
Thomas A. Scott,	Philadelphia.
J. N. DuBarry,	Philadelphia.
George B. Roberts,	Philadelphia.
George M. Dorrance,	Bristol, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,662,900	00
Capital stock authorized by votes of company,	1,259,100	00
Capital stock, amount subscribed,	1,259,100	00
Capital stock paid in by last report,	1,259,100	00
Capital stock, total amount now paid in,	1,259,100	00
Capital stock, number of shares issued, 12,591		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$21,742	72
Total amount now of floating debt,	\$21,742	72
Total cash realized from capital stock and debt,	\$1,280,842	72

COST.

Total cost of entire road to date, \$1,799,295 19

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Morrisville, Pa., . .	26.44	26.44
Length of double main track,	23.66	23.66
Leased Roads.		
Connecting railway, from Mantua junction to Frankford junction,	6.75	6.75
Frankford and Holmesburg railroad, from Holmesburg junction to Bustleton,	6.75	6.75
{ Length of road,	4.16	4.16
	4.16	4.16
Aggregate length of main line and branches,	26.44	26.44
Aggregate length of sidings and other track not above enumerated,	20.41	20.41
Aggregate length of main line, branches, leased roads, sidings, and other track,	73.29	73.29

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of steel rail track in use, 23.85
Weight of rail per yard, iron and steel, 67 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 35
Wooden bridges, number of 12; aggregate length, 455 feet.
Stone bridges, number of, 12; aggregate length, 106 feet.

Iron bridges, number of, 7 ; aggregate length,	1,804 feet.
Wooden trestles, number of, 4 ; aggregate length,	1,250 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Reading railroad, at Richmond, Philadelphia.

Stations.

Number of stations on main road : Passenger, 21 ; freight, 19 ; total,	40
Number of stations on leased roads : Passenger, 8 ; freight, 7 ; total,	15
Number of engine-houses and shops in Pennsylvania,	2
Cost of real estate held by the company, exclusive of roadway,	\$70,532 71
Cost of real estate held by the company, exclusive of roadway, in Pennsylvania,	70,532 71
How is track laid, and on what foundation? White oak cross-ties and stone ballast.	

Equipment.

Average number of cars in passenger trains, including baggage cars,	6
Average number of cars in freight trains,	38
Average weight of passenger trains, including locomotive and tender, in working order,	160 tons.
Average weight of freight trains, including locomotive and tender, in working order,	728 tons.

Employees.

Average number of persons regularly employed by company, including officials,	1,535
Same in Pennsylvania,	1,535

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	428,500
Number of miles run by freight trains,	228,000
Number of miles run by coal trains,	72,300
Number of through passengers for the year on main road,	819,894
Number of passengers (all classes) carried in cars,	1,745,977
Number of passengers carried one mile,	34,101,000
Number of passengers carried one mile in Pennsylvania,	34,101,000
Number of tons of 2,000 pounds of through freight for the year on main road,	2,885,275
Number of tons of freight carried one mile,	92,928,622
Number of tons of freight carried one mile in Pennsylvania,	92,928,622

Gross amount of tonnage for the year, (2,000 pounds per ton,)	3,156,040
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	30
Average rate of speed adopted by express trains, including stops, (miles per hour,)	40
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	121,119	July, 1879,	173,694
February, 1879,	114,641	August, 1879,	166,793
March, 1879,	124,958	September, 1879,	170,571
April, 1879,	127,115	October, 1879,	160,983
May, 1879,	141,235	November, 1879,	141,193
June, 1879,	152,523	December, 1879,	151,152

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Total amount of freight,	3,156,040
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Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2.9 cents.
For first-class way passengers,	2.9 cents.
For second-class through passengers,	2.0 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, .	1 ⁰¹¹² / ₁₀₀₀₀ cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$46,007	63	\$12,596	76	\$58,604	39
February, 1879,	42,483	47	12,453	66	54,937	13
March, 1879,	47,883	00	13,076	36	60,959	36
April, 1879,	51,315	67	12,652	70	63,968	37
May, 1879,	57,235	09	18,754	34	70,989	43
June, 1879,	54,512	33	14,381	79	68,894	12
July, 1879,	60,565	99	18,310	06	78,876	05
August, 1879,	63,671	99	15,263	76	78,935	75
September, 1879,	66,567	59	17,098	57	83,666	16
October, 1879,	62,439	03	14,606	40	77,045	43
November, 1879,	52,949	63	13,037	96	65,987	59
December, 1879,	54,296	87	14,637	47	68,933	34
Total,	\$659,928	29	\$171,868	83	\$831,797	12

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
Total,	\$860,013	57	\$79,666	12	\$939,679	69

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$3,510	49	\$5,439	01	\$588	11	\$9,537	61
February, 1879, . . .	3,480	69	3,456	46	363	72	7,300	87
March, 1879,	3,480	69	4,666	34	690	01	8,837	04
April, 1879,	3,480	71	5,256	32	445	79	9,182	82
May, 1879,	3,480	69	5,104	60	649	26	9,234	55
June, 1879,	3,480	69	3,889	58	815	80	8,186	07
July, 1879,	5,087	24	4,637	60	526	75	10,251	59
August, 1879,	5,087	24	5,291	38	684	50	11,063	12
September, 1879, . .	3,059	80	15,009	73	1,261	09	19,330	62
October, 1879, . . .	3,059	80	8,809	14	814	22	12,683	16
November, 1879, . .	3,059	80	7,653	83	629	05	11,342	18
December, 1879, . .	3,059	80	9,782	36	467	50	13,309	66
Total,	\$43,327	64	\$78,995	85	\$7,935	80	\$130,259	29
Total passenger earnings for the year,							\$831,797	12
Total freight earnings for the year,							939,679	69
Total earnings from all other sources,							130,259	29
Total earnings for the year,							\$1,901,736	10

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$3,147	93
Passenger and freight-houses,	2,820	18
Total,	\$5,968	01
Proportion for Pennsylvania,	\$5,968	01

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$88,733	63
New iron rails,	175	00
New steel rails,	12,279	85
Repairs of bridges,	27,864	70
Repairs of buildings and fixtures,	15,368	16
All other expenses for maintenance of way,	6,770	35
Total for maintenance of way,	\$151,191	69

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$52,148	65
Repairs of machinery,	76,594	71
Repairs of passenger, baggage, and mail cars,	34,811	14
All other expenses for maintenance of motive power and cars,	17,761	60
Total for maintenance of motive power and cars,	\$181,316	10

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$118,764	11
Salaries, wages, and incidentals chargeable to freight department,	252,760	95
Wages of switchmen, signal-men, gate-keepers, and watchmen,	39,620	11
Fuel, wood,	2,797	24
Fuel, coal,	100,461	81
Oil and waste,	10,232	37
Damages for loss of goods and baggage,	30	71
Taxes,	17,275	62
Insurance,	3,355	52
Telegraph expenses,	22,983	76
Expenses of steamboats, barges, and car floats,	16,064	09
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	16,628	54
Total miscellaneous,	\$600,974	83
Total expenditures for operating the road,	\$933,482	62

EARNINGS.

Passenger transportation, local,	\$171,868 83	} Total,	\$831,797	12
Passenger transportation, through,	659,928 29			
Freight transportation, local,	79,666 12	} Total,	939,679	69
Freight transportation, through,	860,013 57			
Mail service,			43,327	64
Express service,			78,995	85
Miscellaneous,			7,935	80
Total,			\$1,901,736	10
Operating Expenses.				
Maintenance of way and buildings,	\$151,191 69			
Maintenance of motive power and cars,	181,316 10			
Miscellaneous,	600,974 83			
Total operating expenses,			933,482	62
Net earnings,			\$968,253	48

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? No transportation companies except those owned by the Pennsylvania Railroad Company run on our lines.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Pullman's parlor and sleeping cars are run over our main line, between Philadelphia and Morrisville.

The Pullman Company collects its fare from the passenger. Our company keeps the cars in running order.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The Government fixes a rate per mile per annum, regulated according to weight. The Government furnishes the agent.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 12,591 shares,
at \$100 per share, \$1,259,100 00
Rate and date of all cash dividends on stock held by individuals: January, two and a half per cent.; April, two and a half per cent.; July, two and a half per cent.; October, two and a half per cent.; in all ten per cent. on 4,941 shares. On 7,650 shares no dividend is paid, the stock being owned by the United Companies of New Jersey, and the provisions of the lease state that no dividend is to be paid by the lessee on these shares.

Number and per cent. of dividends: Four dividends, two and a half per cent. each, Ten per cent.		
Amount paid in dividends,	\$49,410	00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	. . . . .	2
Employés,	5	17	5	17
Others,	16	11	16	11
Total,	21	30	21	30

Statement of each Accident.

Of the two passengers injured, one had his right arm broken, so that amputation was afterwards necessary; one had her right arm broken.
The above passengers, while train was passing switch-house at Tullytown, had their elbows out of the car window, (contrary to the rules of the company,) and were struck by roof of building and sustained the above injuries.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Strickland Kneass, president, and W. Taylor, treasurer, of the Philadelphia and Trenton Railroad Company,

who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) STRICKLAND KNEASS, *President*.
W. TAYLOR, *Treasurer*.

Sworn and subscribed before me, this 30th day of January, A. D. 1880.
JNO. C. SIMS, Jr., *Notary Public*.

REPORT

OF THE

Philadelphia and Erie Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Robert Thompson, President,	Philadelphia.
J. S. Vanzandt, Secretary and Treasurer,	Philadelphia.
W. F. Patterson, Engineer,	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Thompson,	Philadelphia.
Wistar Morris,	Philadelphia.
John P. Wetherill,	Philadelphia.
Strickland Kneass,	Philadelphia.
John Noblit,	Philadelphia.
J. N. DuBarry,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Alexander Biddle,	Philadelphia.
Samuel Gustine Thompson,	Philadelphia.
J. Alexander Simpson,	Philadelphia.
Ferdinand Doebley,	Philadelphia.
Edwin A. Gaskill,	Philadelphia.
Francis Maybin,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$10,000,000	00
Capital stock, amount subscribed, common,	6,500,000	00
Capital stock paid in by last report: Common, \$6,053,700; preferred, \$2,400,000,	8,453,700	00
Capital stock, total amount now paid in,	8,453,700	00
Capital stock, number of shares issued: Common, 121,074 preferred, 48,000,	169 074	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1897, bear interest at seven per cent., which is payable April and October,) amount,	\$976,000	00
First mortgage bonds, (due 1881, bear interest at six per cent., which is payable April and October,) amount,	5,000,000	00
Second mortgage bonds, (due 1888, bear interest at seven per cent., which is payable January and July,) amount,	3,000,000	00
Consolidated mortgage bonds, (due 1920, bear interest at six per cent., gold, which is payable, January and July,) amount,	8,680,000	00
Total amount now of funded debt,	\$17,656,000	00
Floating Debt.		
Amount of outstanding coupons of consolidated mortgage gold loan,	1,508,459	52
Funded debt as per last report,	\$17,656,000	00
Debt as per last report, for outstanding coupons of consolidated mortgage,	1,211,673	52

COST.

Total cost of entire road to date,	\$26,176,101	35
Average of same per mile of road laid,	90,889	24
Proportion of same for Pennsylvania,	90,889	24
Equipment furnished by Pennsylvania Railroad Company, lessee.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Sunbury to Erie,	287.49	287.49
Length of single main track,	238.35	268.85
Length of double main track,	20.00	20.00
Aggregate length of main line and branches,	287.49	287.49
Aggregate length of sidings and other track, not above enumerated,	126.16	126.16
Aggregate length of main line, branches, leased roads, sidings, and other track,	433.65	433.65

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 15.32
Miles of steel rail in use, 292.17
Weight of rail per yard, iron and steel, 60 & 67 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 151
Wooden bridges, number of, 130; aggregate length, . . . 16,159 feet.
Iron bridges, number of, 14; aggregate length, 316 feet.
Wooden trestles, number of, 7; aggregate length, 613 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lake Shore railroad, at Erie; Buffalo, Corry and Pittsburgh railroad, at Corry; Atlantic and Great Western railroad, at Corry; Catawissa railroad, at Williamsport; Catawissa railroad, at Montgomery; Catawissa railroad, at Milton.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Dunkirk, Allegheny Valley and Pittsburgh railroad, at Youngsville, (over.)

Stations.

Number of stations on main road: Passenger, 77; freight,
76; total, 153

Number of engine-houses and shops in Pennsylvania, 11

Number of wood and water stations on main road, 46

How is track laid, and on what foundation? White oak cross-ties and gravel ballast.

Average number of cars in passenger trains, including
baggage cars, 4.3

Average number of cars in freight trains, 32.9

Average weight of passenger trains, including locomotive
and tender, in working order, 130 tons.

Average weight of freight trains, including locomotive and
tender, in working order, 710 tons.

Employees.

Average number of persons regularly employed by com-
pany, including officials, 3,392

Same in Pennsylvania, 3,392

DOINGS OF THE YEAR.**Transportation and total Miles Run.**

Number of miles run by passenger trains, 364,963

Number of miles run by freight and coal trains, 2,167,002

Number of through passengers for the year on main road, 2,987

Number of passengers (all classes) carried in cars, 449,102

Number of passengers carried one mile, 11,562,653

Number of passengers carried one mile in Pennsylvania, 11,562,653

Number of tons of 2,000 pounds of through freight for the
year on main road, 830,101

Number of tons of freight carried one mile, 505,918,017

Number of tons of freight carried one mile in Pennsylvania, 505,918,017

Gross amount of tonnage for the year, (2,000 pounds per
ton,) 4,130,126

Average rate of speed adopted by ordinary passenger
trains, including stops, (miles per hour,) 22

Average rate of speed adopted by express trains, including stops, (miles per hour,)	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	27,127	July, 1879,	44,467
February, 1879,	25,845	August, 1879,	44,931
March, 1879,	36,777	September, 1879,	41,408
April, 1879,	38,737	October, 1879,	38,248
May, 1879,	38,434	November, 1879,	35,493
June, 1879,	34,524	December, 1879,	43,111

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	1,004,707	Stone and lime,	28,285
Bituminous coal,	549,174	Agricultural products,	933,505
Petroleum and other oils,	708,397	Merchandise and manufactures,	194,609
Pig iron,	31,858	Live stock,	18,833
Railroad iron,	57,857	Lumber,	415,183
Other iron or castings,	67,763	Other articles,	101,402
Iron and other ores,	18,603		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2.68 cents.
For first-class way passengers,	3.3 cents.
For second-class through passengers,	1.94 cents.
For second-class way passengers,	2 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, .	$\frac{5117}{10000}$ cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,299	24	\$19,126	57	\$20,425	81
February, 1879,	902	00	18,371	25	19,273	25
March, 1879,	1,080	35	24,964	64	26,044	99
April, 1879,	957	70	28,663	14	29,620	84
May, 1879,	1,514	14	27,889	59	29,403	73
June, 1879,	1,426	36	25,403	54	26,829	90
July, 1879,	2,505	48	29,959	46	32,464	94
August, 1879,	1,885	60	32,535	90	34,421	50
September, 1879,	1,521	21	29,928	45	31,449	66
October, 1879,	1,705	80	28,845	42	30,551	22
November, 1879,	1,073	87	27,064	31	28,138	18
December, 1879,	2,425	93	29,316	83	31,742	76
Total,	\$18,297	68	\$322,069	10	\$340,366	78

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$31,347	82	\$145,429	10	\$176,776	92
February, 1879,	57,470	18	147,559	17	205,029	35
March, 1879,	40,869	67	136,208	76	177,078	43
April, 1879,	42,649	47	125,743	75	168,393	22
May, 1879,	67,564	42	154,540	43	222,104	85
June, 1879,	59,880	29	112,602	06	172,482	35
July, 1879,	68,819	31	122,876	66	191,695	97
August, 1879,	89,625	73	188,224	32	227,850	05
September, 1879,	124,638	51	151,185	20	275,823	71
October, 1879,	106,941	12	172,336	94	279,278	06
November, 1879,	80,749	86	153,461	11	234,210	97
December, 1879,	111,057	04	147,248	78	258,305	77
Total,	\$881,613	42	\$1,707,416	23	\$2,589,029	65

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . .	\$2,210	61	\$2,570	16	\$10,764	76	\$15,545	53
February, 1879, .	2,210	63	2,289	76	8,196	66	12,697	05
March, 1879, . . .	2,210	63	2,585	90	4,855	94	9,652	47
April, 1879, . . .	2,190	50	2,450	54	12,951	94	17,592	98
May, 1879,	2,210	63	2,854	85	7,834	90	12,900	38
June, 1879,	2,210	63	2,429	16	7,593	19	12,232	96
July, 1879,	2,210	69	3,101	81	11,545	03	16,857	53
August, 1879, . . .	2,210	69	3,106	77	8,318	35	13,635	81
September, 1879, .	2,210	63	1,580	37	8,705	34	12,496	34
October, 1879, . .	2,210	63	2,626	68	9,136	87	13,974	18
November, 1879, .	2,210	63	2,150	00	6,458	20	10,818	83
December, 1879, .	2,210	69	3,530	29	8,266	32	14,007	30
Total,	\$26,507	59	\$31,276	29	\$104,627	50	\$162,411	38
Total passenger earnings for the year,							\$340,366	78
Total freight earnings for the year,							2,589,029	65
Total earnings from all other sources,							162,411	38
Total earnings for the year,							\$3,091,807	81

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$25,047	51
Passenger and freight houses,	840	92
Engine-houses, car-sheds, wood and coal-sheds, and water-tanks, . .	103	00
Total,	\$25,991	43
Proportion for Pennsylvania,	\$25,991	43

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$331,664	38
New iron rails,	4,448	95
New steel rails,	120,872	87
Repairs of bridges,	30,663	73
Repairs of buildings and fixtures,	78,061	84
All other expenses for maintenance of way,	56,938	59
Total for maintenance of way,	\$622,650	31

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$183,107	63
Repairs of machinery,	16,717	60
Repairs of passenger, baggage, and mail cars,	66,817	75
Repairs of freight cars,	187,110	75
All other expenses for maintenance of motive power and cars,	38,573	14
Total for maintenance of motive power and cars,	\$441,826	87

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$75,226	98
Salaries, wages, and incidentals chargeable to freight department,	478,397	72
Wages of switchmen, signal-men, gate-keepers, and watchmen,	89,212	02
Fuel, wood,	9,237	60
Fuel, coal,	162,478	70
Oil and waste,	27,786	13
Damages for injuries to persons,	483	15
Damage for loss of goods and baggage,	9,427	89
Taxes,	35,561	01
Insurance,	10,300	08
Telegraph expenses,	59,536	90
Tolls paid other corporations,	665	97
Amount paid other corporations or individuals for use of all other cars,	78,353	09
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	29,113	65
Total miscellaneous,	\$1,065,780	89
Total expenditures for operating the road,	\$2,130,258	07

EARNINGS.

Passenger transportation, local,	\$322,069 10	} Total,	\$340,366	78
Passenger transportation, through,	18,297 68			
Freight transportation, local,	1,707,416 23	} Total,	2,589,029	65
Freight transportation, through,	881,613 42			
Mail service,	26,507		59	
All other sources of income,	31,276		29	
Miscellaneous,	104,627		50	
Total,			\$3,091,807	81
Operating Expenses.				
Maintenance of way and buildings,	\$622,650 31			
Maintenance of motive power and cars,	441,826 87			
Miscellaneous,	1,065,780 89			
Total operating expenses,			2,130,258	07
Net earnings,			\$861,549	74

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? No transportation companies, except those owned by the Pennsylvania Railroad Company, run on our line.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Pullman's parlor and sleeping cars are run over our main line, between Sunbury and Erie. The Pullman Company collects its fare from the passenger. Our company keeps the cars in running order.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The Government fixes a rate, per mile, per annum, regulated according to weight; the Government furnishes the agent.

STOCK AND DIVIDENDS.

Amount of preferred stock, \$2,400,000 00
Amount of common stock now outstanding, 6,053,700 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	.....	.....	3	.....	3
Employés,	7	67	2	58	9	120
Others, . . . . .	.....	.....	16	18	16	18
Total,	7	67	18	74	25	141

Statement of each Accident.

Of the three passengers injured:
One was stightly bruised, being struck by cattle-guard in getting on train, at Belle Valley, through carelessness.

One had his ribs (left side) fractured and head cut ; fell of train at mile post 11 ; disobeying rules of the company.

One had fingers of right hand taken off; wheel passed over it, at West Point ; carelessness.

This road is leased to the Pennsylvania Railroad Company for the period of nine hundred and ninety-nine years, from the 6th day of January, 1862, and is operated by that company under said lease, as modified January 1, 1870. All information as to characteristics and operations of the road is furnished by said lessee.

ROBERT THOMPSON, *President.*

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Robert Thompson, president, and J. S. Vanzandt, treasurer, of the Philadelphia and Erie Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief, and as full as practicable to make the same at this time.

(Signed) ROBERT THOMPSON, *President.*
J. S. VANSANDT, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.
JOHN A. GLENN, *Notary Public.*

REPORT

OF THE

Philadelphia and Merion Railroad Company, for the
year ending December 31, 1879.

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia.
Albert Hewson, Secretary and Treasurer,	Philadelphia.
General office at 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon,	Philadelphia.
R. D. Barclay,	Philadelphia.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.
Strickland Kneass,	Philadelphia.
Joseph Lesley,	Philadelphia.
Wistar Morris,	Philadelphia.
Henry M. Phillips,	Philadelphia.
Thomas A. Scott,	Philadelphia.
N. P. Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
William M. Spackman,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	12,500	00
Capital stock paid in by last report,	1,250	00
Capital stock, total amount now paid in,	1,250	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

STATE OF PENNSYLVANIA,)
County of Philadelphia, } ss:

Personally appeared before me, G. B. Roberts, president, and Albert Hewson, treasurer, of the Philadelphia and Merion Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

G. B. ROBERTS, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Philadelphia and Baltimore Central Railroad Company, for the year ending October 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Henry Wood, President,	Broad and Washington avenue, Philadelphia.
John J. Pinkerton, Secretary,	West Chester, Chester county, Pa.
Henry Wood, General Superintendent, Philadelphia.	
General offices at Broad and Washington avenue, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
David Woelpper,	Chadd's Ford, Delaware county, Pa.
Samuel Dickey,	Oxford, Chester county, Pa.
Job H. Jackson,	West Grove, Chester county, Pa.
Edwin Haines,	Rising Sun, Cecil county, Md.
William Ward,	Chester, Delaware county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock, amount subscribed,	225,000	00
Capital stock paid in by last report,	220,606	11
Capital stock, total amount now paid in,	220,606	11
Capital stock, number of shares issued: common, 4,338; preferred, 4,860;	9,198	
Capital stock, amount paid in on each share, All.		
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First State of Pennsylvania mortgage bonds, (due January 1, 1879, bear interest at seven per cent.,) amount,	\$800,000	00
First State of Maryland mortgage bonds, (due October 1, 1879, bear interest at seven per cent.,) amount,	300,000	00
Second State of Pennsylvania and Maryland mortgage bonds, (due January 1, 1900, bear interest at seven per cent.,) amount,	400,000	00
Total amount now of funded debt,	\$1,500,000	00
Total amount now of floating and funded debt,	\$1,500,000	00
Funded debt as per last report,	\$1,500,000	00

COST.

Total cost of entire road to date,	\$1,864,756	21
Average of same per mile of road laid,	40,538	18
Total cost of entire equipment,	259,820	74
Average cost of equipment per mile of road operated by company,	4,558	26
Cost of road and equipment per mile,	46,186	45

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	3		
Number of locomotives of more than 30 tons weight,	7		
Number of first-class passenger cars,	8	\$3,500	00
Number of baggage, mail, and express cars,	3	2,250	00
Number of freight cars, { House cars,	73	675	00
Number of freight cars, { Trucks,	85	500	00
Number of coal, ore, and stone cars,	13	250	00

Employees.

Average number of persons regularly employed by company, including officials,	200
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DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	104,082
Number of miles run by freight trains,	52,111
Number of miles run by ballast trains,	2,034
Number of through passengers for the year on main road,	87,535
Number of passengers (all classes) carried in cars,	202,124
Number of passengers carried one mile,	2,977,584
Number of passengers carried one mile in Pennsylvania, supposed,	2,679,825
Number of tons of 2,000 pounds of through freight for the year on main road,	66,904
Number of tons of freight carried one mile,	2,844,266
Number of tons of freight carried one mile in Pennsylvania, supposed,	2,559,839
Gross amount of tonnage for the year, (2,000 pounds per ton,)	146,350
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878,	14,750	May, 1879,	15,076
December, 1878,	14,579	June, 1879,	15,857
January, 1879,	17,409	July, 1879,	29,307
February, 1879,	11,412	August, 1879,	21,593
March, 1879,	14,273	September, 1879,	18,181
April, 1879,	14,187	October, 1879,	15,500

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	26,856	Agricultural products,	36,709
Bituminous coal,	506	Merchandise and manufactures,	34,907
Petroleum and other oils,	276	Live stock,	1,907
Iron manufactures,	4,369	Lumber,	10,965
Ores,	8,490	Other articles,	17,025
Stone and lime,	4,840		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For local coal, per ton per mile,	3 cents.
It is impossible to give a rate for local freight per ton per mile, as it varies according to distance and kind of freight carried.	

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1878,	\$7,043	74
December, 1878,	6,980	63
January, 1879,	6,215	28
February, 1879,	5,117	35
March, 1879,	6,736	88
April, 1879,	6,515	31
May, 1879,	6,943	61
June, 1879,	7,804	55
July, 1879,	10,038	46
August, 1879,	10,152	24
September, 1879,	9,319	38
October, 1879,	7,160	37
Total,	\$90,027	78

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1878,	\$13,079	30
December 1878,	11,019	37
January, 1879,	11,325	46
February, 1879,	12,186	81
March, 1879,	12,837	92
April, 1879,	14,167	79
May, 1879,	12,094	33
June, 1879,	11,259	07
July, 1879,	12,204	60
August, 1879,	15,168	06
September, 1879,	15,779	12
October, 1879,	14,385	08
Total,	\$155,506	91

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1878, .	\$413	27	\$192	04	\$185	70	\$791	01
December, 1878, .	413	27	243	88	151	44	808	09
January, 1879, . .	413	27	158	83	173	97	746	07
February, 1879, .	413	27	148	00	106	74	668	01
March, 1879, . . .	413	26	188	80	122	26	724	32
April, 1879, . . .	413	27	236	85	195	43	845	05
May, 1879,	413	27	256	84	195	63	865	74
June, 1879, . . .	413	27	222	23	151	57	787	07
July, 1879,	413	27	201	49	198	50	813	26
August, 1879, . .	413	25	182	35	187	35	732	95
September, 1879, .	413	27	229	86	155	58	798	21
October, 1879, . .	413	28	207	19	1,087	87	1,658	34
Total,	\$4,959	22	\$2,466	86	\$2,812	04	\$10,238	12

Total passenger earnings for the year,	\$90,027	78
Total freight earnings for the year,	155,506	91
Total earnings from all other sources,	10,238	12
Total earnings for the year,	\$255,772	81
Total receipts from all sources on whole length of line,	\$255,772	81

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$1,980	41
Any other expenditures chargeable to this account,	1,225	25
Total,	\$3,205	66

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$42,588	14
New iron and steel rails,	26,423	10
Repairs of bridges,	3,433	07
Repairs of buildings and fixtures,	3,365	74
All other expenses for maintenance of way,	759	27
Total for maintainance of way,	\$76,569	32
Cost per mile of road kept in repair,	\$1,343	32

Cost of Maintenance of Motive Power and Cars. .

Repairs of locomotives,	\$5,948	54
Repairs of machinery,	464	16
Repairs of passenger, baggage, and mail cars,	3,414	99
Repairs of freight cars,	5,894	92
All other expenses for maintenance of motive power and cars,	7,623	26
Total for maintenance of motive power and cars,	\$23,345	87
Cost per mile of road operated,	409	57

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$17,756	61
Salaries, wages, and incidentals chargeable to freight department, . .	23,488	38
Fuel—wood and coal,	12,637	03
Oil and waste,	1,817	30
Damages for injuries to persons,	1,275	00
Damages for loss of goods and baggage,	65	93
Damages to property,	475	00
Taxes and insurance,	2,884	18
Telegraph expenses,	2,235	75
Amount paid other corporations or individuals for use of all other cars,	261	00
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, in- cluding rent of leased lines and property,	45,164	35
Total miscellaneous,	\$108,060	53
Amount per mile of road operated,	\$1,895	79
Total expenditures for operating the road,	175,767	65
Total charged to road and equipment,	3,205	66
Expenses per mile of the road operated,	3,013	46
Expenses per mile of single track operated, not including sidings, . .	3,013	46
Expenses per train mile,	1	08½

EARNINGS.

Passenger transportation, local and through,	\$90,027	78
Freight transportation, local and through,	155,506	91
Mail service,	4,959	22
Express service,	2,466	86
Rents, &c.,	2,812	04
Total,	\$255,772	81
Operating Expenses.		
Maintenance of way and buildings,	\$76,569	32
Maintenance of motive power and cars,	23,345	87
Miscellaneous,	71,852	46
Total operating expenses, being 67 ³ / ₁₀ per cent. of earnings,	\$171,767	65
Net earnings,	\$84,005	16
Earnings per mile of road operated,	\$4,487	24
Expenses per mile of road operated,	3,013	46
Net earnings per mile of road operated,	\$1,473	78

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company ; pay in proportion to weight carried.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service ? \$4,959 22 per annum.

STOCK AND DIVIDENDS.

Amount of preferred stock: 4,860 shares, of \$50 each, issued in exchange for coupons on first mortgage bonds.

Amount of common stock now outstanding: 4,338 shares, of \$50 each.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	1	. . . . .
Others,	1	1	1	1
Total,	2	1	2	1

Statement of each Accident.

December 24, 1878. Harvey Barben, freight conductor, killed while switching cars, at Avondale Quarry.

February 26, 1879. Henry Taylor, killed by train at private crossing south of Avondale; drove on track directly in front of train.

September 24. Thomas Gray jumped from train in motion, at Port Deposit, and badly bruised.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Henry Wood, president, and for treasurer, of the Philadelphia and Baltimore Central Railroad Company, who, being duly affirmed, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) H. WOOD,
President, and for the Treasurer.

Affirmed and subscribed before me this 24th day of January, A. D. 1880.
ALBERT HAVERSTICK, Notary Public.

REPORT
OF THE
Philadelphia, Wilmington and Baltimore Railroad
Company, for the year ending October 31, 1879.

OFFICERS.

Names.	Residences.
Isaac Hinckley, President,	Philadelphia.
Enoch Pratt, Vice President,	Baltimore, Md.
A. Horner, Secretary and Treasurer,	Philadelphia.
Robert Craven, Assistant Secretary and Assistant Treasurer,	Ridley Park, Pa.
S. T. Fuller, Chief Engineer,	Ridley Park, Pa.
H. F. Kenney, General Superintendent,	Ridley Park, Pa.

Names of Directors.	Residences.
Samuel M. Felton,	Thurlow, Pa.
William Sellers,	Philadelphia.
Isaac Hinckley,	Philadelphia.
Joseph Bringham,	Wilmington, Del.
Samuel Harlan, junior,	Wilmington, Del.
Charles Warner,	Wilmington, Del.
Enoch Pratt,	Baltimore, Md.
Thomas Whitridge,	Baltimore, Md.
Samuel M. Shoemaker,	Baltimore, Md.
Jacob Tome,	Port Deposit, Md.
Nathaniel Thayer,	Boston, Mass.
William Minot,	Boston, Mass.
Charles P. Bowditch,	Boston, Mass.
Robert H. Stevenson,	Boston, Mass.
Richard Olney,	Boston, Mass.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.	
Capital stock paid in by last report,	\$11,567,750	00
Capital stock, total amount now paid in,	11,572,750	00
Capital stock, number of shares issued, 231,455		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Mortgage loan, convertible, (due July 1, 1884, bear interest at six per cent., which is payable January 1 and July 1,) amount,	\$253,500	00
Registered bonds, (due April 1, 1887, bear interest at six per cent., which is payable April 1 and October 1,) amount,	1,000,000	00
Registered bonds, (due October 1, 1892, bear interest at six per cent., which is payable April 1 and October 1,) amount,	700,000	00
Registered bonds, (due April 1, 1900, bear interest at six per cent. which is payable April 1 and October 1,) amount,	800,000	00
Total amount now of funded debt,	\$2,753,500	00
Floating Debt.		
Unfunded debt, incurred for construction, or equipment, purchase of property,	\$160,000	00
The amount now of floating debt,	160,000	00
Total amount now of floating and funded debt,	\$2,913,500	00
Funded debt as per last report,	\$2,753,500	00
Floating debt, as per last report,	160,000	00

COST.

Total cost of entire road to date, including for roads owned and leased,	\$13,029,265	96
Advances on new purchases for road,	23,625	78
Average of same per mile of road laid, for 112.18 miles,	116,357	00
Proportion of same for Pennsylvania as compared with whole line, 16.812 per cent.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Baltimore,	96.82	18.86
Length of single main track,	1.94	
Length of double main track,	94.88	18.86
Branches.		
Port Deposit branch, from Perryville to Port Deposit,	Length of branch, 3.76	
	Length of single track, 3.76	
Southern Division branch, from Delaware Junction to Rodney,	Length of branch, 12.10	
	Length of single track, 12.10	
Leased Roads.		
Delaware railroad and branches,	Length of road, 100.50	
	Length of single track, 100.50	
Aggregate length of main line and branches,	112.18	18.86
Aggregate length of leased roads and branches,	100.50	
Aggregate length of sidings and other track not above enumerated,	54.70	
Aggregate length of main line, branches, leased roads, sidings, and other track,	267.38	

Gauge.

What is the guage of your lines ? 4 feet 8½ inches and 4 feet 9 inches.

Track.

Miles of steel-top rail in use,	4.90
Miles of iron rail in use,	5.64
Miles of steel rail in use,	194.58
Weight of rail per yard, { Iron,	52 to 60 pounds
Steel,	51 to 60 pounds.

Bridges and Trestles.

Number of bridges on whole line,	88
Wooden bridges, number of, 18 ; aggregate length, . . .	10,661.93 feet.
Stone bridges, number of, 32 ; aggregate length, . . .	915 feet.
Iron bridges, number of, 38 ; aggregate length,	4,929.35 feet.

Crossings.

What railroads cross your road at grade, in this Commonwealth, and at what locality ? Pennsylvania railroad, at Arsenal ; Junction railroad, at Gray's Ferry.

Stations.

Number of stations on main road : Passenger, 59 ; freight, 41.	
Number of stations on Port Deposit branch : Passenger, 2 ; freight 1.	
Number of stations on leased road : Passenger, 20 ; freight, 20.	
Number of engine-houses and shops in Pennsylvania : Engine-houses, 3 ; shops, 1. Total number entire road : Engine-houses, 9 ; shops, 3.	
Number of wood and water stations on main road, . . .	16
Number of wood and water stations on leased road, . . .	7
Value of real estate held by the company, exclusive of roadway, at its cost,	\$394,972 94
How is track laid, and on what foundation ? Gravel and stone ballast.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	52		
Number of locomotives of more than 20 tons weight,	23		
Number of locomotives of more than 10 tons weight,	1		
Number of first-class passenger cars: 63 twelve-wheel; 71 eight-wheel ; total,	134	\$4,000	00
Number of baggage, mail, and express cars,	37	1,800	00
Number of freight cars,	1,248	690	00
Number of miscellaneous cars,	15		

Average number of cars in passenger trains, including baggage cars,	5
Average number of cars in freight trains,	20
Average weight of passenger trains, including locomotive and tender, in working order,	162.50 tons.
Average weight of freight trains, including locomotive and tender, in working order,	339 tons.

Employees.

Average number of persons regularly employed by company, including officials,	1,900
Same in Pennsylvania,	700

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	909,708
Number of miles run by freight trains,	756,566
Number of miles run by construction trains,	47,560
Number of through passengers for the year on main road,	317,686
Number of passengers (all classes) carried in cars,	2,371,114
Number of passengers carried one mile,	62,102,597
Number of passengers carried one mile in Pennsylvania,	22,900,007
Number of tons of 2,000 pounds of through freight for the year on main road,	642,707
Number of tons of freight carried one mile,	58,146,546
Number of tons of freight carried one mile in Pennsylvania,	13,649,670
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,095,142
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour :) Limited, 39; ordinary, 33½ and 30.	
Average rate of speed adopted by freight trains, including stops, (miles per hour :) Through, 18 and 12; way, 8.	

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878,	173,340	June, 1879,	184,874
December, 1878,	169,119	July, 1879,	196,839
January, 1879,	222,419	August, 1879,	192,464
February, 1879,	133,371	September, 1879,	193,614
March, 1879,	159,757	October, 1879,	231,349
April, 1879,	155,432	Southern division, (for year,)	168,569
May, 1879,	189,967		

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	85,056	Stone and lime,	49,207
Bituminous coal,	28,473	Agricultural products,	118,511
Petroleum and other oils,	18,468	Merchandise and manufactures,	374,846
Pig iron,	14,527	Live stock,	79,322
Railroad iron,	3,764	Lumber,	50,660
Other iron or castings,	96,424	Other articles,	173,283
Iron and other ores,	2,596		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3 cents.
For first-class way passengers,	2½ cents.
For second-class through passengers,	2 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	1.683 cents.
For through coal, per ton per mile,	1.716 cents.
For local freight, per ton per mile,	3.118 cents.

MONTHLY EARNINGS FOR THE YEAR.—(MAIN LINE AND BRANCHES.)

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1878,			\$123,132 75
December, 1878,			119,550 13
January, 1879,			121,496 89
February, 1879,			105,208 23
March, 1879,			120,685 82
April, 1879,			122,135 72
May, 1879,			132,612 72
June, 1879,			123,643 67
July, 1879,			132,042 70
August, 1879,			141,450 83
September, 1879,			146,684 45
October, 1879,			152,406 04
Total,			\$1,541,049 95

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1878,			\$81,669 72
December, 1878,			73,216 31
January, 1879,			102,697 77
February, 1879,			75,364 39
March, 1879,			83,700 20
April, 1879,			82,981 35
May, 1879,			80,973 90
June, 1879,			78,940 00
July, 1879,			93,465 71
August, 1879,			164,281 05
September, 1879,			139,247 17
October, 1879,			119,593 58
Total,			\$1,176,081 15

From all other Sources.

MONTHS.	Mails.		Express.		Rents.		Total.	
November, 1878, .	\$3,819	63	\$6,597	84	\$1,109	04	\$11,926	51
December, 1878, .	3,819	63	7,329	47	1,418	92	12,568	02
January, 1879, . .	3,819	63	5,311	70	1,310	26	10,441	59
February, 1879, .	3,819	63	4,482	32	804	16	9,106	11
March, 1879, . . .	3,819	63	5,037	83	2,358	41	11,215	87
April, 1879, . . .	4,779	63	5,486	57	1,487	95	11,854	15
May, 1879,	3,979	63	6,587	99	1,484	69	12,052	31
June, 1879,	3,979	63	4,396	76	2,208	35	10,584	74
July, 1879,	3,979	63	3,672	51	1,804	39	9,456	58
August, 1879, . . .	3,979	63	4,230	32	1,610	60	9,820	55
September, 1879, .	3,979	63	5,435	90	1,398	85	10,814	38
October, 1879, . .	5,267	40	6,265	43	1,915	09	13,447	92
Total,	\$19,043	33	\$64,834	64	\$18,910	71	\$132,788	68
Gain from Delaware railroad for year,							2,169	33
							\$134,958	04

Total passenger earnings for the year,	\$1,541,049	95
Total freight earnings for the year,	1,176,081	15
Total earnings from all other sources,	134,958	04
Total earnings for the year, main line and branches,	\$2,852,089	14
Total receipts from all sources on whole length of line,	\$2,852,089	14
Proportion of earnings in Pennsylvania to earnings of whole line, 16.812 per cent.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road and land or land damages,	\$2,729	25
Advances on new road property,	23,625	73

Renewal Fund.

Passenger and freight houses,	\$9,806	83
Renewals to bridges,	18,630	53
Ballasting roadway, &c.,	35,665	66
Legal expenses, and allowances for former years,	7,379	32
	\$71,482	34
Less credits,	8,637	69
	\$62,844	65

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, including new rails,	\$166,500	79
Repairs of bridges,	19,187	15
Repairs of buildings and fixtures,	74,149	33
Repairs of fences,	5,271	85
All other expenses for maintenance of way,	17,291	62
Total for maintenance of way,	\$282,400	74
Miles of road kept in repair,	112.18	
Proportion for Pennsylvania,	16.812 per cent. or 18.86 miles.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$88,304	92
Repairs of machinery,	4,963	74
Repairs of passenger, baggage, and mail cars,	61,967	29
Repairs of freight cars,	100,016	66
Total for maintenance of motive power and cars,	\$255,252	61
Miles of road operated,	112.18	
Proportion for Pennsylvania,	18.86	

Miscellaneous

Salaries, wages, and incidentals chargeable to passenger department,	\$336,617	57
Salaries, wages, and incidentals chargeable to freight department,	315,063	37
Wages of switchmen, signal-men, gate-keepers, and watchmen,	61,721	00
Fuel—wood,	\$16,407	78
Fuel—coal,	89,532	98
	105,940	76
Oil and waste,	19,952	18
Casualties, gratuities, and damages,	10,760	01
Taxes,	94,557	58
Insurance,	1,721	95
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	83,754	64
Total miscellaneous,	\$1,030,089	06
Miles of road operated,	112.18	
Proportion for Pennsylvania, miles,	18.86	
Total expenditures for operating the road, including taxes,	1,567,742	41
Total charged to road and equipment,	2,729	25
Advances on road account,	23,625	78
Miles of the road operated,	112.18	
Miles of single track operated, not including sidings,	206.56	
Proportion for Pennsylvania, miles, 18.86 or 16.812 per cent.		

EARNINGS.

Passenger transportation, local and through,	\$1,541,049	95
Freight transportation, local and through,	1,176,081	15
Mail service,	49,043	33
Express service,	64,834	64
Rents,	18,910	71
All other sources of income,	2,169	36
Total,	\$2,852,089	14
Operating Expenses.		
Maintenance of way and buildings,	\$282,400	74
Maintenance of motive power and cars,	255,252	61
Miscellaneous, including taxes,	1,030,089	06
Total operating expenses, being about 55 per cent of earnings,	1,567,742	41
Net earnings, interest not considered,	1,284,346	73
Earnings per mile of road operated, proportioned to 112.18 miles.		
Expenses per mile of road operated, proportioned to 112.18 miles.		
Net earnings, proportioned to 112.18 miles.		

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repair of cars, &c.? Adams Express Company.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Sleeping cars of the Pullman Palace Car Company are run. That company makes the rates for berths, and pays this company a certain percentage of the amount, provides for the repairs of cars, and makes no charge for car service.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? On main line, service on ninety-six miles, at \$476 47½ per mile per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 231,455 shares, \$11,572,750 00
Rate and date of all cash dividends on stock of original
and consolidated companies:

Payable January 2, 1879,	4 per cent.
Payable July 1, 1879,	4 per cent.

Number and per cent. of dividends: Two dividends, four per cent.		
Amount paid in dividends,	\$925,600	00
Paid to sinking fund,	16,000	00
Balance for the year, or surplus,	163,746	00
Surplus at the commencement of the year,	722,320	64
Total surplus,	886,066	80
Surplus invested as follows:		
Cash,	226,678	58
Balance of accounts due company,	5,751	18
Material, fuel, and stores,	206,480	75
Other stores,	447,156	29

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			1		1	
Employés,			1		1	
Others,			14	4	14	4
Total,			16	4	16	4

Statement of each Accident.

December 7, 1878. Unknown man, walking on track near North-East, was struck by passenger train, and had skull fractured.

December 21. Thomas Martin, in attempting to cross track in Philadelphia, as a passenger train was being shifted, was run over and killed.

January 27. W. Vaughan, while passing from one car to another on an express train, near Linwood, was blown from the platform, by the wind, and killed.

January 31. Howard Maris, while walking on the track near Chester, was struck by a passenger train and killed.

March 15. A boy, named Edward Brown, in attempting to get on a freight train at Havre de Grace, was run over and killed.

April 8. H. Friel, while walking on track at Eddystone, was struck by a passenger train and killed.

April 14. Handy Watson, while walking on the track at Shellpot bridge, was struck by a passenger train and killed.

April 21. Doctor Brinton, while on track near North-East, was run over by a passenger train and had foot and leg crushed.

April 22. A tramp, named James Coming, while riding on a freight train without authority, fell between two cars, as train was crossing Susquehanna bridge, and was killed.

May 6. Unknown man, walking on Bush river bridge, was struck by limited express and killed.

June 11. Unknown man, found on track at Perryville, supposed to have been killed by a freight train.

July 19. William Crossin, was run over at Chester, by a passenger train, and killed.

August 6. Daniel Powers, in attempting to get on a freight train south of Gray's Ferry, fell and had his right leg cut off.

August 9. Edward V. Soran, in attempting to pass between two freight cars in Baltimore, was crushed by the bumpers and killed.

August 23. Dennis Sheridan, a trackman, was struck by the limited express near Edge Moor and killed.

August 30. Charles Sanchey, while walking across Brandywine bridge, was struck by a shifting engine and killed.

September 9. Charles Parker, riding on roof of freight car without authority, was killed by striking bridge at Delaware junction.

September 11. A two-horse wagon, crossing the track at Newport, was struck by a passenger train. John Klair, the driver, was injured, and his son, Aaron Klair, was killed.

October 28. John Crowe, riding on freight train without authority, was run over, near Perryville, and killed.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Isaac Hinckley, president, and Alfred Horner, treasurer, of the Philadelphia, Wilmington, and Baltimore Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be

a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

ISAAC HINCKLEY, *President.*
ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me this 13th day of February, A. D. 1880.

J. B. JARDELLA, *Notary Public.*

REPORT

OF THE

Philadelphia, Newtown and New York Railroad Company, for the year ending November 21, 1879.

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
H. G. Sickel, President,	Philadelphia.
George A. Rohm, Secretary,	Philadelphia.
Smith Harper, Treasurer,	Fox Chase.
George L. Crawford, General Solicitor,	Philadelphia.
L. S. Berch, General Superintendent,	Bird-in-Hand.

General offices at Norristown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
H. G. Sickel,	Philadelphia.
John H. Knouse,	Philadelphia.
Smith Harper,	Fox Chase.
J. Howard Jacobs,	Reading.
Franklin Dundon,	Philadelphia.
Silas Carey,	Newtown.
Alfred Bleaker,	Newtown.

(After November 21, 1879.)

James Boyd, President,	Norristown.
Wallace J. Boyd, Treasurer,	Norristown.
Franklin Dundon,	Philadelphia.
S. Henry Morris,	Philadelphia.
C. H. Stinson,	Norristown.
A. H. Slingluff,	Norristown.
Alexander D. Campbell,	Philadelphia.
E. D. Seipt,	Norristown.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,200,000	00
Capital stock authorized by votes of company,	1,200,000	00
Capital stock, amount subscribed,	1,200,000	00
Capital stock paid in by last report,	1,200,000	00
Capital stock, total amount now paid in,	1,200,000	00
Capital stock, number of shares issued, 24,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1898, bear interest at six per cent., which is payable, April and October,) amount,	\$700,000	00
Total amount now of funded debt,	\$700,000	00
Total cash realized from capital stock and debt,	\$1,900,000	00

COST.

Total cost of entire road to date,	\$1,878,500	00
Average of same per mile of road laid,	85,359	09

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Newtown,	22	22
Length of single main track,	22	22
Aggregate length of sidings and other track not above enumerated,	3	3
Aggregate length of main line, branches, leased roads, sidings, and other track,	25	25

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 25
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 8

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Bound Brook division, Philadelphia and Reading railroad, at Bethayres.

Stations.

Number of stations on main road: Passenger, 22; freight, 22; total, 22
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, 1
Number of wood and water stations on main road, 1
Value of real estate held by the company, exclusive of road-way, \$52,500

Value of real estate held by the company, exclusive of road-
way in Pennsylvania, \$52,500
How is track laid, and on what foundation? Oak and chestnut cross-ties,
gravel foundation.

Pennsylvania railroad operated the road by special contract to Novem-
ber 21, 1879. On November 21, 1879, the road passed into the hands and
control of the Philadelphia and Reading Railroad Company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . 24,000

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, H. G. Sickel, late, president and Smith
Harper, late treasurer, of the Philadelphia, Newtown and New York Rail-
road Company, who, being duly sworn, do depose and say that they caused
the foregoing statements to be prepared by the proper officers and agents
of this company, and having carefully examined the same, declare them to
be a true, full, and correct statement of the condition and affairs of said
company, for the financial year ending November 21, A. D. 1879, according
to the best of their knowledge and belief.

(Signed) H. G. SICKEL, *President.*
SMITH HARPER, *Treasurer.*

Sworn and subscribed before me, this 9th day of March, A. D. 1880.
ROBERT R. SMITH,
Magistrate Court No. 8.

R E P O R T
OF THE
*Pickering Valley Railroad Company, for the year end-
ing November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin B. Gowen, President,	Philadelphia
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Harman Pennypacker,	_____
Levi Oberholtzer,	_____
John Oberholtzer,	_____
Daniel Keeley,	_____
H. K. Brownback,	_____
Jacob Beerbrower,	_____
Joseph J. Tustin,	_____
Samuel Butler,	_____
Samuel Holman,	_____
Samuel Kreamer,	_____
Levi B. Kaler,	_____
Francis Hallman,	_____
James Boyd,	_____

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock paid in by last report,	95,655	00
Capital stock, total amount now paid in,	95,655	00
Capital stock, number of shares issued, full paid, 1,846		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1900, bear interest at seven per cent., which is payable April and October,) amount,	\$332,300	00
Total amount now of funded debt,	\$332,300	00
Floating Debt.		
The amount now of floating debt,	301,891	67
Total amount now of floating and funded debt,	\$634,191	67
Funded debt as per last report, \$332,300	00	
Floating debt, as per last report, 281,567	81	
Total cash realized from capital stock and debt,	\$613,867	81

COST.

Total cost of entire road to date,	\$476,342	63
Average of same per mile of road laid, 11.3 miles,	42,154	21
Average of same per mile of track laid, 11.9 miles,	40,028	80

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Phoenixville to Byers,	11.3	
Length of single main track,	11.3	
Aggregate length of main line and branches,	11.3	
Aggregate length of sidings and other track not above enumerated, . . . . .	.6	
Aggregate length of main line, branches, leased roads, sidings, and other track,	11.9	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (miles of track,) 11.9
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
Wooden bridges, number of, 2; aggregate length, 170 feet.
Iron bridges, number of, 3; aggregate length, 66 feet.
Wooden trestles, number of, 2; aggregate length, 877 feet.

Stations.

Number of stations on main road, passenger and freight, 9
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Value of real estate held by the company, exclusive of road-way, \$800 00
How is track laid, and on what foundation? Cross-ties, broken stone and cinder ballast.

From all Sources.—Lease Account.

MONTHS.	Passengers.		Freight.		Mails.		Miscellaneous.	
December, 1878,	\$144	74	\$80	05	\$12	89	\$36	18
January, 1879,	129	00	103	18	12	89	37	47
February, 1879,	127	42	105	42	12	89	33	98
March, 1879,	162	74	120	52	12	89	41	83
April, 1879,	149	73	145	78	12	89	45	98
May, 1879,	168	96	133	09	12	89	59	18
June, 1879,	153	04	193	70	12	89	1	32
July, 1879,	170	63	169	53	12	89	1	38
August, 1879,	192	17	181	73	12	89	1	35
September, 1879,	166	00	224	48	12	89	1	34
October, 1879,	149	09	211	92	12	89	1	47
November, 1879,	153	23	168	87	12	89	1	99
Total,	\$1,867	45	\$1,838	27	\$154	68	\$263	47

Total passenger earnings for the year,	\$1,867	45
Total freight earnings for the year,	1,838	27
Total earnings from all other sources,	418	15
Total earnings for the year,	\$4,123	87

EARNINGS.—Lease Account.

Passenger transportation, local and through,	\$1,867	45
Freight transportation, local and through,	1,838	27
Mail service,	154	68
All other sources of income,	268	47
Total,	\$4,123	87

Expenses of Corporation.

Contingent expenses,	\$512	94
State tax on capital stock,	16	52
Interest on mortgage bonds,	23,261	00
Total of earnings,	\$23,790	46

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, \$95,655 00
All returns not here given will be included in the report made by the Philadelphia and Reading Railroad Company, lessees.
Date of lease.—September 1, 1871, for twenty-nine years.
Terms of lease.—Lessees to pay all expenses of operating, and to our company, annually, as rental, thirty per cent. of the gross receipts.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Franklin B. Gowen, president, and John Welch, treasurer, of the Pickering Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.
J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

Pittsburgh, Fort Wayne and Chicago Railway Company, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
George W. Cass, President,	New York.
Louis H. Meyer, President <i>pro tem.</i> ,	New York.
F. M. Hutchinson, Secretary and Treasurer,	Pittsburgh.

General office at Pittsburgh.

Names of Directors.	Residences.
G. W. Cass,	New York.
J. F. D. Lanier,	New York.
Samuel J. Tilden,	New York.
Louis H. Meyer,	New York.
Thomas A. Scott,	Philadelphia.
John N. Hutchinson,	Philadelphia.
J. N. McCullough,	Pittsburgh.
Charles E. Speer,	Pittsburgh.
R. R. Springer,	Cincinnati, Ohio.
S. B. Harrison,	Cincinnati, Ohio.
Pliny Hoagland,	Fort Wayne, Ind.
J. L. Williams,	Fort Wayne, Ind.
John Sherman,	Washington, D. C.

CAPITAL STOCK.

Capital stock authorized by law: Regulated by charter, with power to increase from time to time.		
Capital stock, amount subscribed: \$11,500,000, and as capitalized,	\$19,714,285 71	
Guaranteed special stock,	6,329,300 00	
	<hr/>	
Capital stock paid in by last report,	\$26,043,585	71
Capital stock, total amount now paid in,	25,383,585	71
Capital stock, number of shares issued,	260,435	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1912, bear interest at seven per cent., which is payable semi-annually,) amount,	\$5,250,000	00
Second mortgage bonds, (due July 1, 1912, bear interest at seven per cent., which is payable semi-annually,) amount,	5,160,000	00
Third mortgage bonds, (due July 1, 1912, bear interest at seven per cent., which is payable semi-annually,) amount,	2,000,000	00
Equipment bonds, (due September 1, 1883, bear interest at eight per cent., which is payable semi-annually,) amount.	1,000,000	00
Construction bonds, (due 1887, bear interest at seven per cent., payable semi-annually,)	100,000	00
Total amount now of funded debt,	\$13,510,000	00
Total amount now of floating and funded debt,	\$13,510,000	00
Funded debt as per last report,	\$13,510,000	00
Total cash realized from capital stock and debt,	\$39,553,585	71

COST.

Total cost of entire road and equipment to date,	\$38,619,806	86
Average of same per mile of road laid, 48.8 miles,	82,468	90
Proportion of same for Pennsylvania, 48.8 miles,	4,024,482	32
Cost of road and equipment per mile,	82,468	90
Proportion of same for Pennsylvania,	4,024,482	32

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$26,043,585 71

Rate and date of all cash dividends on stock of original and consolidated companies: Seven per cent.; January, April, July, and October, one and three fourths per cent. each.

Number and per cent. of dividends: Four quarterly dividends, one and three fourths per cent. each.		
Amount paid in dividends,	\$1,811,501	00
Paid to sinking fund,	104,000	00

STATE OF PENNSYLVANIA,)
County of Allegheny,) ss:

Personally appeared before me, Lewis H. Meyer, president *pro tem.*, and F. M. Hutchinson, treasurer of the Pittsburgh, Fort Wayne and Chicago Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) L. H. MEYER, *President pro tem.*
F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880, by F. M. Hutchinson, secretary and treasurer. Witness my hand and official seal.

WILLIAM F. ROBB, *Notary Public.*

REPORT

OF THE

Pittsburgh, Fort Wayne and Chicago Railway, operated by the Pennsylvania Company, for the year ending December 31, 1879.

OFFICERS OF THE PENNSYLVANIA COMPANY.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
J. N. McCullough, First Vice President,	Pittsburgh.
William Thaw, Second Vice President,	Pittsburgh.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh.
J. D. Layng, General Manager,	Pittsburgh.
C. S. Sims, Secretary,	Philadelphia.
William H. Barnes, Treasurer,	Pittsburgh.
J. T. Brooks, General Counsel,	Pittsburgh.
F. Slataper, Chief Engineer,	—
William Stewart, General Freight Agent,	Pittsburgh.
F. R. Myers, General Passenger and Ticket Agent,	Chicago, Ill.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Pittsburgh to Chicago,	468.3	48.8
Length of single main track,	411.482	11.88
Leased Roads.		
New Castle and Beaver Valley railroad branch, from Homewood to New Castle,	Length of road,	14.982
	Length of single track,	14.982
Lawrence railroad branch, from Lawrence junction to Youngstown,	Length of road,	17.98
	Length of single track,	17.98
Canfield branch of Lawrence railroad branch,	Length of road,	4.06
Aggregate length of main line,	468.3	48.8
Aggregate length of double track,	56.818	36.92
Aggregate length of leased roads,	37.022	24.845
Aggregate length of sidings and other track not above enumerated,	162.238	35.164
Aggregate length of main line, branches, leased roads, sidings, and other track,	724.378	145.229

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use,	168.913
Miles of steel rail in use,	508.657
Weight of rail per yard, { Iron,	60 lbs.
{ Steel,	60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	168
Wooden bridges, number of, 15; aggregate length, (length of span only,)	1,407 feet.
Stone bridges, number of, 41; aggregate length,	940 feet.
Iron bridges, number of, 67; aggregate length,	7,324 feet.
Wooden trestles, number of, 45; aggregate length,	5,212.5 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Western Pennsylvania railroad, at Allegheny City, Pa.
What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Lake Erie railroad, at Beaver Falls.

Stations.

Number of stations on main road : Passenger, 134; freight, 77; total,	134
Number of stations on leased roads : Passenger, 22; freight, 9; total,	22
Number of engine-houses and shops in Pennsylvania, 6; total number entire road,	19
Number of wood and water stations on main road,	51
Number of wood and water stations on leased roads,	5

How is track laid, and on what foundation? Track is laid with double angle fish-joint connections, and ballasted with coarse gravel furnace cinder and limestone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	199	
Number of locomotives of more than 20 tons weight,	72	
Number of locomotives of more than 10 tons weight,	7	
Number of first-class passenger cars,	127	
Number of second-class passenger cars,	28	
Number of baggage, mail, and express cars,	59	
Number of freight cars, { House cars, 3,878, }	4,620	
{ Trucks, . . 1,242, }		
Number of coal, ore, and stone cars,	2,035	
Number of caboose cars,	127	

Average number of cars in passenger trains, including baggage cars,	5 ⁶⁶ / ₁₀₀
Average number of cars in freight trains,	16 ⁵⁶ / ₁₀₀
Average weight of passenger trains, including locomotive and tender, in working order, empty,	226 tons.
Average weight of freight trains, including locomotive and tender, in working order, empty,	217 tons.

Employees.

Average number of persons regularly employed by company, including officials,	6,457
Same in Pennsylvania,	1,638

DOINGS OF THE YEAR.
(December estimate.)

Transportation and Total Miles Run.

Number of miles run by passenger trains,	1,633,695
Number of miles run by freight trains,	6,686,128
Number of through passengers for the year on main road,	71,106
Number of passengers (all classes) carried in cars,	2,230,384
Number of passengers carried one mile,	85,921,468
Number of passengers carried one mile in Pennsylvania,	8,951,480
Number of tons of 2,000 pounds of through freight for the year on main road,	1,438,249
Number of tons of freight carried one mile,	809,518,234
Number of tons of freight carried one mile in Pennsylvania,	116,523,351
Gross amount of tonnage for the year, (2,000 pounds per ton,)	3,736,324
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	154,060	July, 1879,	188,066
February, 1879,	149,151	August, 1879,	189,061
March, 1879,	177,928	September, 1879,	216,610
April, 1879,	176,907	October, 1879,	232,492
May, 1879,	178,396	November, 1879,	198,541
June, 1879,	183,759	December, 1879,	185,413

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	89,563	Agricultural products,	763,361
Bituminous coal,	409,789	Merchandise and manufactures,	458,330
Coke,	510,139	Live stock,	240,837
Petroleum and other oils,	23,462	Provisions and other articles,	263,869
Pig and bloom iron,	137,293	Lumber,	223,777
Railroad iron,	59,534	Other articles,	154,566
Other iron or castings,	121,817		
Iron and other ores,	200,186	Total,	3,736,324
Stone and lime,	129,801		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2½ cents
For first-class way passengers,	3 cents.
For second-class through passengers,	1¾ cents.
For second-class way passengers,	2½ cents.

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	$\frac{601}{1000}$ cents.
For local freight, per ton per mile,	$1\frac{171}{1000}$ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$34,726	77	\$83,592	70	\$118,319	47
February, 1879,	40,276	93	80,656	50	120,933	43
March, 1879,	50,587	81	100,949	98	151,537	79
April, 1879,	50,771	19	104,802	27	155,573	46
May, 1879,	55,029	46	99,938	47	154,967	93
June, 1879,	57,852	52	108,064	43	165,916	95
July, 1879,	52,242	22	100,427	14	152,669	36
August, 1879,	58,545	51	112,426	65	168,972	16
September, 1879,	64,231	12	138,845	73	203,076	85
October, 1879,	59,765	54	142,213	58	201,979	12
November, 1879,	47,750	34	119,134	04	166,884	38
December, 1879,*	47,842	84	113,978	54	161,821	38
Total,	\$617,622	25	\$1,305,030	03	\$1,922,652	28

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$430,585	89	\$184,089	89	\$614,675	78
February, 1879,	424,627	99	164,366	44	588,994	43
March, 1879,	380,222	56	166,955	00	547,177	56
April, 1879,	319,550	56	162,609	28	482,159	84
May, 1879,	263,234	96	169,631	64	432,866	60
June, 1879,	199,881	96	161,318	69	361,200	65
July, 1879,	202,105	56	169,620	02	371,725	58
August, 1879,	224,646	03	202,450	17	427,096	20
September, 1879,	233,241	06	241,543	42	474,784	48
October, 1879,	296,131	65	277,917	80	574,049	45
November, 1879,	314,714	40	247,423	79	562,138	19
December, 1879,*	320,032	00	303,600	50	623,632	50
Total,	\$3,608,974	62	\$2,451,526	64	\$6,060,501	26

* December estimated.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$11,490	73	\$5,941	42	\$12,622	42	\$30,054	57
February, 1879, . .	11,490	73	5,229	47	11,769	65	28,489	85
March, 1879, . . .	11,490	73	6,363	55	12,192	96	30,047	24
April, 1879, . . .	11,490	73	7,774	92	12,229	46	31,495	11
May, 1879,	11,490	73	12,679	00	12,172	98	36,542	71
June, 1879,	11,490	73	12,950	02	12,212	34	36,653	09
July, 1879,	11,490	73	12,879	00	12,618	20	36,987	93
August, 1879, . . .	11,490	73	12,402	00	12,850	36	36,743	09
September, 1879, .	11,490	73	12,403	00	36,393	84	60,286	57
October, 1879, . .	11,490	73	14,386	76	21,469	51	47,347	00
November, 1879, .	11,490	73	14,941	41	18,374	54	44,806	68
December, 1879,*	11,490	73	19,414	36	12,000	00	42,905	09
Total,	\$137,888	76	\$137,563	91	\$186,906	26	\$462,358	93
Profit of operating Lawrence railroad,							9,084	63
Less loss operating N. C. and B. V. railroad,							\$471,443	56
							956	95
							\$470,486	61
Total passenger earnings for the year,							\$1,922,652	28
Total freight earnings for the year,							6,060,501	26
Total earnings from all other sources,							470,486	61
Total earnings for the year,							\$8,453,640	15
Total receipts from all sources on whole length of line,							\$8,453,640	15
Proportion of earnings in Pennsylvania to earnings of whole line, . . .							880,925	88

* December estimated.

EXPENDITURES FOR OPERATING DURING THE YEAR.
(December Estimate.)

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$591,364	23
New iron rails,	45,924	99
New steel rails, number of tons, 3,500,	74,185	38
Repairs of bridges,	56,097	08
Repairs of buildings and fixtures,	92,888	86
Repairs of fences,	18,693	78
All other expenses for maintenance of way,	44,977	55
Total for maintenance of way,	\$924,131	87
Cost per mile of road kept in repair,	1,973	37
Proportion for Pennsylvania,	96,800	45

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$271,851	71
Repairs of machinery,	17,242	76
Repairs of passenger, baggage, and mail cars,	114,336	13
Repairs of freight cars,	856,320	58
All other expenses for maintenance of motive power and cars,	134,142	87
Total for maintenance of motive power and cars,	\$ 93,894	05
Cost per mile of road operated,	\$1,908	80
Proportion for Pennsylvania,	93,149	44

Miscellaneous..

Salaries, wages, and incidentals chargeable to passenger department,	\$356,324	91
Salaries, wages, and incidentals chargeable to freight department, . . .	1,405,186	52
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	72,766	97
Fuel—number of cords of wood, 20,652; cost,	30,979	23
Fuel—number of tons of coal, 217,215; cost,	325,823	53
Oil and waste,	55,887	57
Damages for injuries to persons,	14,058	26
Damages for loss of goods and baggage,	8,230	12
Damages to property, including damages by fire and stock killed, . .	3,380	89
Taxes,	225,649	73
Insurance,	27	24
Telegraph expenses,	72,062	14
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	146,586	47
Total miscellaneous,	\$2,716,963	58
Amount per mile of road operated,	\$5,801	75
Proportion for Pennsylvania,	283,125	40
Total expenditures for operating the road,	4,534,989	50
Expenses per mile of the road operated,	9,683	94
Expenses per mile of single track operated, not including sidings, .	8,636	13
Expenses per train mile,		54½
Proportion for Pennsylvania,	472,576	27

EARNINGS.

Passenger transportation, local,	\$1,305,030 03	} Total,	\$1,922,652	28
Passenger transportation, through,	617,622 25			
Freight transportation, local,	2,451,526 64	} Total,	6,060,501	26
Freight transportation, through,	3,608,974 62			
Mail service,			137,888	76
Express service,			137,563	91
All other sources of income,			195,033	94
Total,			\$8,453,640	15
Operating Expenses.				
Maintenance of way and buildings,	\$924,131 87			
Maintenance of motive power and cars,	893,894 05			
Miscellaneous,	2,716,963 58			
Total operating expenses, being 53½ per cent. of earnings, . . .			4,534,989	50
Net earnings,			\$3,918,650	65
Amount paid C. and P. R. R. accounts joint earnings,			233,433	93
			\$3,685,218	72
Earnings per mile of road operated,			\$18,051	76
Expenses per mile of road operated,			9,683	94
Net earnings,			\$8,367	82

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. We receive forty per cent. of their gross receipts over this line, on money and general freight business, and seventy per cent. on oyster business. The Pennsylvania Company, operating the Pittsburgh, Fort Wayne and Chicago railway, furnish the cars and keep them in repair.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? The so-called Union line, which operates over this railway, is owned by the Pennsylvania Company itself.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned? Yes; owned by Pullman Palace Car Company. This company keep up repairs, exclusive of the upholstery and bedding. They make their own charges.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$137,888 76 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	2	18	2	13
Others,	9	19	9	19
Total,	11	32	11	32

Statement of each Accident.

January 25. R. Cotter, outer depot; reaching under moving car, hand badly bruised.

January 30. John Crugan, New Brighton; stealing ride, jumped off, toe mashed and bruised.

January 30. J. S. Martin, outer depot; stepped in front of moving car, died from injuries.

January 31. A. Singer, Beaver bridge; Fell in trying to get on moving car, head bruised.

February 6. Hugh Trainer, Allegheny; standing on track, struck by engine, face cut and bruised.

March 2. John Donds, Verner; intoxicated, stealing ride, fell off cars, cut about face and hands.

March 19. Harry Stright, Rochester; Ran in front of moving engine, two severe scalp wounds.

March 29. William Hewell, outer depot; fell from roof of car, collar bone broken.

April 15. C. E. Purkiss, Emsworth; stepped in front of engine, struck, died from injuries.

April 12. Seaton Miller, Quaker Valley; stealing ride, fell from car.

April 17. H. S. Beaumont, Sewickley; coupling cars, left wrist badly bruised.

April 27. James Kennedy, Enon; stealing ride, attempted to jump off car, one foot crushed.

April 27. G. W. West, Haysville; supposed to have fallen from freight train, found dead on track.

May 15. John Flanagan, Glenfield; stepped in front of locomotive and was struck, died from injuries.

June 9. J. B. McCoy, Bellevue; fell off freight car, ankle sprained badly.

June 17. William Cooper, outer depot; stealing ride, jumped off car, foot and ankle crushed.

June 17. F. M. Trunkey, outer depot; coupling cars, wrist badly crushed.

June 5. William Parker, Rochester; stealing ride, fell under wheels, one foot crushed.

July 15. L. Handle, Allegheny; standing on track, struck by locomotive, killed.

July 8. A. Fanniss, Freedom; stealing ride, fell from car, leg crushed.

July 22. W. R. Byers, Enon; walking on track in bridge, struck by engine, had scalp wounds.

July 22. W. Manay, Beaver bridge; caught between car and stock chutes, badly cut about head.

July 22. James Hewell, Allegheny; sitting on track intoxicated, killed.

July 23. Berry Stearns, Allegheny; fell through bridge, badly bruised on body.

August 1. M. Engliss, New Brighton; head cut, and badly bruised, attempted to get on train.

August 23. P. Gordon, Rochester; attempted to get on moving train, foot badly crushed.

August 29. H. Kennedy, Laurel; fell from car, shoulder blade broken.

August 30. T. Tumbaugh, outer depot; coupling cars, fingers crushed.

September 11. William Milligan, outer depot; coupling cars, left arm bruised.

September 11. T. E. George, Pittsburgh; intoxicated, attempted to get on engine, killed.

September 20. Ross Armstrong, New Brighton; attempted to jump on caboose and fell, arm broken head cut.

September 22. M. Crumfust, Allegheny; walking on track, struck by engine, ankle sprained.

September 27. Edward Clinton, Pittsburgh; attempted to drive across track, struck by engine, died from injuries.

October 1. S. M. Frankhauser, Mayfield; stealing ride, fell from car.

October 1. W. Whited, Pittsburgh; stealing ride, fell from car, bruised about the head.

October 7. John Riley, outer depot; fell off freight car, bruised about hips.

November 21. C. H. Beitz, Bellevue; walking on track, struck by locomotive, bone of left leg broken.

November 22. G. Whaley, Allegheny; caught between cars while coupling, two ribs broken.

November 24. R. Varner, Alliance; caught between cars while coupling, hand crushed.

November 27. John Oswalt, Canton; attempting to jump on caboose and fell, leg broken.

December 6. William Beatty, Neuman; attempting to get on engine while in motion, two ribs broken.

December 13. J. G. Pool, Palestine; fell off top of freight car, died from injuries.

December 15. Enoch McConner, Salem; attempting to drive across track, struck by engine, one leg and arm broken.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Thomas D. Messler, third vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating the Pittsburgh, Fort Wayne and Chicago railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) THOS. D. MESSLER, *Third Vice President.*

J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

R E P O R T
OF THE
Pittsburgh, Cincinnati and St. Louis Railway Company,
for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia, Pa.
William Thaw, second Vice President,	Pittsburgh, Pa.
J. N. McCullough, third Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Assistant to President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Assistant to Comptroller,	Pittsburgh, Pa.
John W. Renner, Auditor,	Pittsburgh, Pa.
M. C. Spencer, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
George Driggs, Assistant Counsel,	Pittsburgh, Pa.
Clifford S. Sims, Secretary,	Philadelphia, Pa.
S. B. Liggett, Assistant Secretary,	Pittsburgh, Pa.
D. W. Caldwell, General Manager,	Columbus, O.
M. J. Becker, Chief Engineer,	Columbus, O.
S. M. Felton, junior, General Superintendent,	Pittsburgh, Pa.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
W. L. O'Brien, General Passenger and Ticket Agent,	Columbus, O.
General offices at Pittsburgh, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Wistar Morris,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
H. H. Houston,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Shaw,	Pittsburgh, Pa.
Robert Sherrard, junior,	Steubenville, O.
D. S. Gray,	Columbus, O.
W. H. Barnes,	Pittsburgh, Pa.
J. Price Wetherill,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$13,500,000	00
Capital stock, amount subscribed,	8,437,200	00
Capital stock paid in by last report,	8,437,200	00
Capital stock, total amount now paid in,	8,437,200	00
Capital stock, number of shares issued,	168,744	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
S. and I. R. R. Co. first mortgage bonds, (due January 1, 1881, bear interest at six per cent., which is payable monthly,) amount, .	\$3,000,000	00
P. C. and St. L. Ry. Co. first mortgage bonds, (due August 1, 1900, bear interest at seven per cent., which is payable February 1 and August 1,) amount,	6,541,000	00
P. C. and St. L. Ry. Co. second mortgage bonds, (due April 1, 1913, bear interest at seven per cent., which is payable April 1, and October 1,) amount,	2,500,000	00
S. and I. R. R. Co. C. and N. Division mortgage bonds, (due January 1, 1890, bear interest at seven per cent., which is payable January 1, and July 1,) amount,	456,000	00
Total amount now of funded debt,	\$12,497,000	00
Unfunded debt, incurred for construction, equipment, or purchase of property, S. and I. second mortgage bonds certificate, \$2,825 75	.	
Debt incurred for any other purpose, and for what,*	2,277,575	06
The amount now of unfunded, deferred, and current debt, November 30, 1879,	2,280,400	81
Total, November 30, 1879,	\$14,777,400	81
Funded debt as per last report, December 31, 1878,	\$12,497,000	00
Unfunded, deferred, and current debt, as per last report, December 31, 1878,	2,381,510	80

COST.

Total cost of entire road to date,	\$16,107,384	35
Average of same per mile of road laid,	80,376	16
Proportion of same for Pennsylvania, estimated,	2,821,203	21
Total cost of entire equipment,	3,834,910	46
Average cost of equipment per mile of road operated by company,	19,136	27
Proportion of same for Pennsylvania, estimated,	671,683	42
Cost of road and equipment per mile,	99,512	44
Proportion of same for Pennsylvania,	3,492,886	63

* November 30, 1879, value of supplies, &c., received from leased lines, payable at termination of lease,	\$1,306,573	96
November 30, 1879, amount due other companies in current accounts,	816,191	94
November 30, 1879, amount due for current expenditures in November, 1879, and prior thereto,	442,831	79
November 30, 1879, coupons matured and not presented,	41,180	00
November 30, 1879, miscellaneous,	91,497	35
	\$2,277,576	06

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa, to Columbus, Ohio, including 1½ miles leased between Pittsburgh and Washington turnpike,	192.8	35.1
Length of single main track,	176.9	19.7
Length of double main track,	15.4	15.4
Branches.		
Cadiz branch, from Cadiz Junction to } Length of branch, . .	8.1	
Cadiz, Ohio, } Length of single track,	8.1	
Leased and Operated Roads.		
Chartiers railway, from Mansfield, Pa., } Length of road,	22.8	22.8
to Washington, Pa., } Length of single track,	22.8	22.8
Pittsburgh, Wheeling, and Kentucky } Length of road,	24.2	
railroad branch, from Wheeling Junc- } Length of single track,	24.2	
tion to Wheeling, W. Va.,		
Little Miami railroad,	Length of road,	194.9
From Columbus, O., to Cincinnati, O., } Length of single track,	119.3	
From Xenia, O., to Springfield, O., . } Length of single track,	19.4	
From Xenia, O., to Richmond, Ind., } Length of single track,	56.2	
Cincinnati and Muskingum Valley rail- } Length of road,	148.4	
way from Dresden Junction, O., to } Length of single track,	148.4	
Morrow, O.,		
Columbus, Chicago and Indiana Cen- } Length of road,	580.5	
tral railway, operated under order } Length of single track,	187.1	
of United States circuit court, . . . } Length of single track,	231.0	
From Columbus, O., to Indianapolis, } Length of single track,	102.2	
Ind.,		
From Bradford Junction, O., to Chi- } Length of single track,	60.2	
cago, Ill.,		
From Richmond Junction to Anoka } Length of single track,	200.4	35.1
Junction, Ind.,		
From Peoria Junction to State Line, } Length of single track,	970.8	22.8
Ill.,		
Aggregate length of main line and branches,	183.5	25.3
Aggregate length of leased and operated roads,	1,354.7	83.2
Aggregate length of sidings and other track not above enumer- ated,		
Aggregate length of main line, branches, leased roads, sidings, and other track,		

Gauge.

What is the gauge of your lines, 4 feet 9 inches.

Track.

Miles of iron rail in use, 44.5
Miles of steel rail in use, 215.8
Weight of rail per yard, { Iron, 64 pounds.
 { Steel, 60 pounds-

Bridges and Trestles.

Number of bridges and trestles on whole line, 90
Wooden bridges, number of, 42; aggregate length, . . . 6,452 feet.
Stone bridges, number of, 25; aggregate length, 2,753 feet

Iron bridges, number of, 19 ; aggregate length, 4,484 feet.
Wooden trestles, number of, 4 ; aggregate length, 548½ feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Baltimore and Ohio (Pittsburgh division) railroad, at Pittsburgh; Pittsburgh and Lake Erie railroad, at S. Pittsburgh; Little Saw Mill Run railroad, at Temperanceville, Pittsburgh.

Stations.

Number of stations on main road : Passenger, 81 ; freight, 50 ; total, 131
Number of stations on branches : Passenger, 2 ; freight, 1 ; total, 8
Number of stations on leased and operated roads : Passenger, 275 ; freight, 179 ; total, 454
Number of engine-houses and shops in Pennsylvania, 4 ; total number entire road, 8
Number of wood and water stations on main road, 23
Number of wood and water stations on branches, 1
Number of wood and water stations on leased and operated roads, 76
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, estimated, \$15,000
Number of tunnels, 9 ; aggregate length, 10,483 feet.

How is track laid, and on what foundation? On cross-ties, with stone and gravel ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	103		
Number of locomotives of more than 20 tons weight,	6		
Number of first-class passenger cars,	19		
Number of second-class passenger cars,	21		
Number of baggage, mail and express cars,	26		
Number of freight cars, { House cars, 3,094 } { Trucks, . . . 324 }	3,318		
Number of coal, ore, and stone cars,	24		
Number of caboose cars,	49		

Average number of cars in passenger trains, including baggage cars, 6
Average number of cars in freight trains, 20
Average weight of passenger trains, including locomotive and tender, in working order, 195 tons.
Average weight of freight trains, including locomotive and tender, in working order, 500 tons.

Employees.

Average number of persons regularly employed by company, including officials,	2,291
Same in Pennsylvania,	629

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	633,938
Number of miles run by freight trains,	2,304,461
Number of miles run by coal trains,	42,073
Number of through passengers for the year on main road,	93,296
Number of passengers (all classes) carried in cars,	771,103
Number of passengers carried one mile,	31,692,627
Number of passengers carried one mile in Pennsylvania,	5,550,954
Number of tons of 2,000 pounds of through freight for the year on main road,	1,342,854
Number of tons of freight carried one mile,	367,618,868
Number of tons of freight carried one mile in Pennsylvania,	64,388,334
Gross amount of tonnage for the year, (2,000 pounds per ton,)	2,728,461
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	48,894	July, 1879,	64,135
February, 1879,	50,630	August, 1879,	86,927
March, 1879,	62,021	September, 1879,	75,386
April, 1879,	59,863	October, 1879,	80,127
May, 1879,	60,932	November, 1879,	60,646
June, 1879,	56,164	December, 1879,	65,378

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal, including coke,	913,813	Stone and lime,	54,432
Petroleum and other oils,	11,018	Agricultural products,	758,676
Pig iron,	47,511	Merchandise and manufactures,	359,029
Railroad iron,	60,222	Live stock,	162,569
Other iron or castings,	82,590	Lumber,	80,073
Iron and other ores,	60,692	Other articles,	137,836

Rate of fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2.05 cents.
For first-class way passengers,	2.84 cents.
For second-class through passengers, estimated,	1 cent.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.
For through freight and coal, per ton per mile,59 cents.
For local freight and coal, per ton per mile,99 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$23,215	49	\$23,926	32	\$47,141	81
February, 1879,	22,144	04	23,497	00	45,641	04
March, 1879,	31,341	96	28,926	57	60,268	53
April, 1879,	29,406	97	29,085	49	58,492	46
May, 1879,	29,562	89	31,270	38	60,833	27
June, 1879,	28,380	39	31,599	90	59,980	29
July, 1879,	28,072	85	35,268	48	63,341	33
August, 1879,	32,897	54	45,273	30	77,670	84
September, 1879,	42,144	64	41,949	34	84,093	98
October, 1879,	35,816	10	44,366	98	80,183	08
November, 1879,	28,484	55	32,236	01	60,720	56
December 1879,	30,113	60	33,957	40	64,071	00
Total,	\$361,081	02	\$401,857	17	\$762,438	19

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$117,070	59	\$102,646	53	\$219,712	12
February, 1879,	104,952	51	86,876	30	191,828	81
March, 1879,	97,728	43	80,179	44	177,907	87
April, 1879,	93,176	18	56,401	64	149,577	82
May, 1879,	76,933	67	59,823	92	136,757	59
June, 1879,	98,455	52	78,529	22	176,984	74
July, 1879,	100,487	71	91,820	80	192,308	51
August, 1879,	127,225	86	94,021	91	221,247	77
September, 1879,	161,481	75	131,559	37	293,041	12
October, 1879,	182,212	53	149,191	98	331,404	51
November, 1879,	148,992	76	141,168	00	290,160	76
December, 1879,	167,421	52	101,374	48	268,796	00
Total,	\$1,476,139	03	\$1,173,593	59	\$2,649,732	62

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$10,272	06	\$4,536	55	\$756	75	\$15,565	36
February, 1879,	10,272	06	3,771	83	804	65	14,848	54
March, 1879,	10,272	05	4,411	65	741	75	15,425	45
April, 1879,	10,272	05	4,730	23	806	00	15,808	28
May, 1879,	10,272	06	4,819	96	849	00	15,941	02
June, 1879,	10,272	05	4,579	95	641	25	15,493	25
July, 1879,	10,272	06	3,560	71	954	00	14,786	77
August, 1879,	14,728	09	3,951	81	633	50	19,313	40
September, 1879,	10,272	05	5,525	00	644	75	16,441	80
October, 1879,	10,272	06	5,269	56	1,137	35	16,678	97
November, 1879,	10,272	06	7,777	24	1,034	03	19,083	33
December, 1879,	10,272	06	6,000	00	850	00	17,122	06
Total,	\$127,720	11	\$58,934	49	\$9,853	03	\$196,508	23

Total passenger earnings for the year.	\$762,438	19
Total freight earnings for the year,	2,649,732	62
Total earnings from all other sources,	196,508	23
Total earnings for the year,	\$3,608,679	04
Total receipts from all sources on whole length of line,	\$3,625,686	19
Proportion of earnings in Pennsylvania to earnings of whole line, . .	635,037	85

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$239,157	25
New iron rails,	7,695	91
New steel rails,	13,833	74
Repairs of bridges,	86,507	37
Repairs of buildings and fixtures,	40,703	16
Repairs of fences,	8,426	67
All other expenses for maintenance of way,	21,615	08
Total for maintenance of way,	\$416,439	18
Cost per mile of road kept in repair,	\$2,078	04
Proportion for Pennsylvania, estimated,	72,939	20

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$184,336	72
Repairs of machinery,	13,701	96
Repairs of passenger, baggage, and mail cars,	43,740	98
Repairs of freight cars,	145,914	27
All other expenses for maintenance of motive power and cars,	233,655	52
Total for maintenance of motive power and cars,	\$629,349	45
Cost per mile of road operated,	\$3,140	47
Proportion for Pennsylvania, estimated,	110,230	50

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, .	\$122,709	25
Salaries, wages, and incidentals chargeable to freight department, . .	428,253	13
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	23,551	74
Fuel—number of cords of wood, 2,936 ¹ / ₂ ; cost,	5,727	38
Fuel—number of tons of coal, 117,951 ³ / ₄ ; cost,	91,402	42
Oil and waste,	9,320	79
Damages for injuries to persons,	17,510	50
Damages for cattle killed or injured,	921	00
Damages for loss of goods and baggage,	26,374	31
Damages to property, including damages by fire,	1,968	48
Taxes,	40,791	24
Telegraph expenses,	63,926	14
Amount paid for use of palace and sleeping cars,	13,336	90
Amount paid other corporations or individuals for use of all other cars, less amount paid this company for use of its cars on other roads, . .	90,044	64
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	51,970	12
Total miscellaneous,	\$987,858	04
Amount per mile of road operated,	\$4,929	43
Proportion for Pennsylvania, estimated,	173,023	00
Total expenditures for operating the road,	2,033,646	67
Expenses per mile of the road operated,	10,147	94
Expenses per mile of single track operated, not including sidings, .	9,423	76
Expenses per train mile,		66 ¹ / ₂
Proportion for Pennsylvania, estimated,		66 ¹ / ₂

EARNINGS.

Passenger transportation, local,	\$401,857 17	} Total,	\$762,488	19
Passenger transportation, through,	861,081 02			
Freight transportation, local,	1,178,593 59	} Total,	2,649,732	62
Freight transportation, through,	1,476,139 03			
Mail service,			127,720	71
Express service,			58,934	49
Rents,			2,921	75
All other sources of income, exclusive of interest on investments, . .			6,931	28
Total, earnings,			\$3,608,679	04
Interest on investments,			17,007	15
Total revenue,			\$3,625,686	19
Operating Expenses.				
Maintenance of way and buildings,	\$416,489 18			
Maintenance of motive power and cars,	629,849 45			
Miscellaneous,	987,858 04			
Total operating expenses, being 56.88 per cent. of revenue, . . .			\$2,038,646	67
Net revenue,			\$1,592,039	52
Earnings per mile of road operated,			\$18,092	25
Expenses per mile of road operated;			10,147	94
Net earnings,			\$7,944	81

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company, forty per cent. of gross receipts from all business except oyster traffic. Seventy per cent of gross receipts from oyster traffic.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? The through freight cars of the Pennsylvania route, now owned by the Pennsylvania Company, under various names, as Union line, National line, and Allentown line. They carry the through freight traffic at current rates, and are paid a *pro rata* for terminal expenses.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, and on what terms are they run, by whom are they owned? The Pullman Palace Car Company, who furnish the cars, renew the bedding, and upholstery, and receive pay for use of berths. The railroad company keep the cars in repair, clean, heat, and light them.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Between Pittsburgh and Columbus, \$436 90 on weight, and \$200 00 for use of railway post-office cars per mile per annum. Between Cadiz junction and Cadiz, Ohio, \$42 75 per mile per annum.

STOCK AND DIVIDENDS.

Amount of preferred stock, P. C. and St. L. Railway Company first preferred, \$2,925,150; P. C. and St. L. Railway Company, second preferred, \$3,000,000; S. and I. Railroad Company, first preferred, \$4,050. Amount of common stock now outstanding, P. C. and St. L. Railway Company common stock, \$2,004,600; S. and I. Railroad Company common stock, \$503,400.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	2	. . . . .	2
Employés,	4	5	8	2	7	7
Others,	1	. . . . .	3	5	9	5
Total,	5	5	11	9	16	14

Statement of each Accident.

January 22, 1879. John Dury, Cork Run tunnel; killed, trains passing in tunnel.

January 27. Bridget Joyce, bridge No. 8; killed, trespassing on track.

January 31. James McCurdy, Pittsburgh yard; two ribs fractured, coal dump jumped track.

February 27. Christopher Keisling, bridge No. 6; killed, trespassing on track.

February 28. John White, near Mansfield; killed, trespassing on track.

April 6. James L. Klingensmith, Pittsburgh yard; killed, jumped from moving engine.

May 28. John Nugent, North Mansfield; face cut, and hip injured, trespassing on track.

June 6. Patrick Flynn, Walker's Mills; killed, trespassing on track.

June 9. William Rauch, Gregg's station; killed, was applying brake, and shaft broke, throwing him under wheels.

June 17. William Patton, Colliers yard; killed, hand rail came loose, and he fell under train.

June 17. Unknown, Cork Run tunnel; killed, trespassing on track.

July 11. John Hawley, near Raccoon; concussion of brain, struck by an iron rod projecting from flat car.

August 4. Henry Kintsing, Mansfield; killed, trespassing on track.

August 16. Catharine Murphy, near Walker's Mills; killed, trespassing on track.

August 23. Joseph Gillespie, Mansfield; killed, stepping from train while moving.

September 1. Matthew Green, Idlewood; killed, fell off train; was asleep.

September 18. Edward Greaves, Monongahela bridge; killed, fell off train into river.

September 23. John C. Mahler, Ingrams; arm fractured, carelessness.

September 27. Edward Clinton, Penn street, Pittsburgh; killed, drove his wagon in front of train.

September 20. Henry Cauley, (aged ten,) Point bridge; foot crushed, playing on cars.

September 16. James Lockhart, Skelly's; right leg broken. Bryan Van, Skelly's; two toes mashed, bruised back, &c. Van fell from top of car on to Lockhart, who was coupling cars, and knocked Lockhart on to track.

October 20. Andrew Kealty, Fourth avenue, Pittsburgh; face cut, and some bruises, jumped from train while moving.

November 1. John Martin, (aged nine,) Fourth avenue, Pittsburgh; right arm and toe mashed, attempting to jump on train.

November 8. John Mahan, (aged seven,) North Mansfield; compound fracture of left leg, and ankle dislocated, attempting to jump on train.

November 8. Peter Simmons, Oakdale; hand cut off, and leg crushed, was drunk, and jumped from moving train.

November 16. Thomas O'Rourke, Walker's Mills; breast bone and several ribs broken, concussion of brain, struck by train while walking on track.

December 2. George Dickson, Oakdale; four ribs broken, trespassing on track.

December 25. Fulton Dible, Pittsburgh; arm broken, and leg sprained, fell from top of coach on account of snow on roof.

December 26. Joseph Mackin, Ingram; killed, foot slipped while he was setting brake, and he fell from top of car.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Thomas D. Messler, assistant to the president, and J. W. Renner, auditor, of the Pittsburgh, Cincinnati and St. Louis Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) THOS. D. MESSLER, *Assistant to President.*
J. W. RENNER, *Auditor.*

Sworn and subscribed before me this 8d day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

REPORT
OF THE
*Pittsburgh, Cincinnati and St. Louis Railway Com-
pany, lessee of the Chartiers Railway, for
the year ending December 31, 1879.*

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mansfield, Pa., to Washington, Pa., .	22.8	22.8
Length of single main track,	22.8	22.8
Aggregate length of main line and branches,	22.8	22.8
Aggregate length of sidings and other track not above enumer- ated,	1.6	1.6
Aggregate length of main line, branches, leased roads, sidings, and other track,	24.4	24.4

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 23.4
Miles of steel rail in use, 1
Weight of rail per yard, { Iron, 56 pounds.
 Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 24
Wooden bridges, number of, 22; aggregate length, 2,240 feet.
Iron bridges, number of, 2; aggregate length, 40 feet.

Stations.

Number of stations on main road: Passenger, 18; freight,
9; total, 27
Number of engine-houses and shops in Pennsylvania, 2;
total number entire road, 2
Number of wood and water stations on main road, 2
Value of real estate held by the company, exclusive of
roadway, \$2,000 00

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$2,000 00
Number of tunnels, 2; aggregate length, 300 and 500 feet, 800
How is track laid, and on what foundation? On cross-ties, with stone ballast.

Equipment.

Average number of cars in passenger trains, including baggage cars, 4
Average number of cars in freight trains, 10
Average weight of passenger trains, including locomotive and tender, in working order, 133 tons.
Average weight of freight trains, including locomotive and tender, in working order, 360 tons.

Employees.

Average number of persons regularly employed by company, including officials, 66
Same in Pennsylvania, 66

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains, 45,328
Number of miles run by freight trains, 17,955
Number of miles run by coal train, 4,264
Number of passengers (all classes) carried in cars, . . . 132,688
Number of passengers carried one mile, 1,477,552
Number of passengers carried one mile in Pennsylvania, . 1,477,552
Number of tons of freight carried one mile, 1,207,823
Number of tons of freight carried one mile in Pennsylvania, 1,207,823
Gross amount of tonnage for the year, (2,000 pounds per ton,) 167,608
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 20
Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	9,269	July, 1879,	11,552
February, 1879,	8,837	August, 1879,	13,358
March, 1879,	10,063	September, 1879,	14,520
April, 1879,	10,262	October, 1879,	12,462
May, 1879,	9,784	November, 1879,	9,266
June, 1879,	10,145	December, 1879,	13,670

Amount of Freight, specifying the quantity in tons of 2000 pounds.

Anthracite and bituminous coal,		Agricultural products,	9,028
including coke,	129,266	Merchandise and manufactures, .	5,660
Petroleum and other oils,	170	Live stock,	3,666
Railroad iron,	6	Lumber,	2,541
Other iron or castings,	179	Other articles,	1,136
Stone and lime,	15,956		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class way passengers, 3.03 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For local freight and coal, per ton per mile, 3.01 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$3,305 00	\$3,305 00
February, 1879,		2,987 00	2,987 00
March, 1879,		3,590 00	3,590 00
April, 1879,		3,592 00	3,592 00
May, 1879,		3,410 00	3,410 00
June, 1879,		3,315 00	3,315 00
July, 1879,		3,698 00	3,698 00
August, 1879,		4,224 29	4,224 29
September, 1879,		4,596 00	4,596 00
October, 1879,		4,220 00	4,220 00
November, 1879,		3,173 00	3,173 00
December, 1879,		4,606 50	4,606 50
Total,		\$44,716 79	\$44,716 79

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$3,224 72	\$3,224 72
February, 1879,		2,316 00	2,316 00
March, 1879,		2,582 24	2,582 24
April, 1879,		1,778 24	1,778 24
May, 1879,		2,272 08	2,272 08
June, 1879,		2,632 32	2,632 32
July, 1879,		2,431 08	2,431 08
August, 1879,		3,655 39	3,655 39
September, 1879,		3,376 82	3,376 82
October, 1879,		4,463 39	4,463 39
November, 1879,		3,430 27	3,430 27
December, 1879,		4,173 61	4,173 61
Total,		\$36,336 16	\$36,336 16

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$181	77	\$270	00	\$15	33	\$417	10
February, 1879, . .	181	77	Debit 73	63	15	33	73	47
March, 1879, . . .	181	77	110	42	15	33	257	52
April, 1879, . . .	181	77	100	00	15	33	247	10
May, 1879,	181	77	100	00	15	33	247	10
June, 1879,	181	77	110	00	15	33	257	10
July, 1879,	181	77	180	00	15	32	277	09
August, 1879, . . .	181	74	217	77	16	88	366	39
September, 1879, .	181	77	150	00	15	34	297	11
October, 1879, . .	181	77	150	00	15	33	297	10
November, 1879, .	181	77	150	00	15	34	297	11
December, 1879, .	181	77	426	24	15	36	573	37
Total,	\$1,581	21	\$1,840	80	\$185	55	\$3,607	56
Total passenger earnings for the year,							\$44,716	79
Total freight earnings for the year,							36,336	16
Total earnings from all other sources,							3,607	56
Total earnings for the year,							\$84,660	51
Total receipts from all sources on whole length of line,							\$84,660	51
Proportion of earnings in Pennsylvania to earnings of whole line:								
All in Pennsylvania.								

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$25,130	89
Repairs of bridges,	4,368	92
Repairs of buildings and fixtures,	549	00
All other expenses for maintenance of way,	433	53
Total for maintenance of way,	\$30,482	34
Cost per mile of road kept in repair,	\$1,336	94
Proportion for Pennsylvania,	1,336	94

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$4,369	68
All other expenses for maintenance of motive power,	4,032	48
Total for maintenance of motive power and cars,	\$8,402	11
Cost per mile of road operated,	\$368	51
Proportion for Pennsylvania,	368	51

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$5,891	83
Salaries, wages, and incidentals chargeable to freight department, . .	4,707	81
Fuel—wood,	24	00
Fuel—coal,	2,146	12
Damages for injuries to persons,	52	05
Damages for loss of goods and baggage,	73	02
Taxes,	432	48
Telegraph expenses,	1,225	25
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	627	00
Total miscellaneous,	\$15,179	56
Amount per mile of road operated,	\$665	77
Proportion for Pennsylvania,	665	77
Total expenditures for operating the road,	54,064	01
Expenses per mile of the road operated,	2,371	22
Expenses per mile of single track operated, not including sidings, . .	2,371	22
Expenses per train mile,		69 ⁴⁷ / ₁₀₀
Proportion for Pennsylvania,		69 ⁴⁷ / ₁₀₀

EARNINGS.

Passenger transportation, local,	\$44,716	79
Freight transportation, local,	36,336	16
Mail service,	1,581	21
Express service,	1,840	80
All other sources of income,	185	55
Total,	\$84,660	51
Operating Expenses.		
Maintenance of way and buildings,	\$30,482	34
Maintenance of motive power and cars,	8,402	11
Miscellaneous,	15,179	56
Total operating expenses, \$54,064 01, being 63 ¹⁶ / ₁₀₀ per cent of earnings,	54,064	01
Net earnings,	\$30,596	50
Less amount paid for hire of equipment,	5,847	25
Net,	\$24,749	25
Earnings per mile of road operated,	\$3,713	18
Expenses per mile of road operated,	2,371	22
Net earnings,	\$1,341	96

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. Forty per cent. of gross receipts from all business.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$66 69 per mile per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Employés, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Others,	1	. . . . .	1	. . . . .	2	. . . . .
Total,	1	. . . . .	1	. . . . .	2	. . . . .

Statement of each Accident.

February 22, 1879. Bower Hill ; William P. Smith, killed ; was walking on track, and being hard of hearing, did not notice danger signals.

August 11. Near Morganza ; Isaac N. Trussell, killed ; was intoxicated, and fell or jumped off of train while in motion.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Thomas D. Messler, assistant to the president, and J. W. Renner, auditor, of the Pittsburgh, Cincinnati, and St. Louis Railway Company, lessee of the Chartiers railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)THOMAS D. MESSLER,
Assistant to President.
J. W. RENNER, Auditor.

Sworn and subscribed before me this 3d day of February, A. D. 1880.

FRANK SEMPLE, Notary Public.

REPORT
OF THE
*Pittsburgh and Connellsville Railroad Company, for
the year ending September 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John King, junior, President,	Baltimore, Md.
I. B. Washington, Secretary,	Pittsburgh, Pa.
Charles Donnelly, Treasurer,	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John King, junior,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
Hugh Sisson,	Baltimore, Md.
Charles Webb,	Baltimore, Md.
Robert Garrett,	Baltimore, Md.
W. S. Bissell,	Pittsburgh, Pa.
Henry Lloyd,	Pittsburgh, Pa.
William Baldwin,	Pittsburgh, Pa.
Charles Donnelly,	Pittsburgh, Pa.
John D. Scully,	Pittsburgh, Pa.
W. H. Koontz,	Somerset, Pa.
W. H. Markle,	Greensburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000,000	00
Capital stock, amount subscribed,	2,340,474	50
Capital stock paid in by last report,	1,944,050	00
Capital stock, total amount now paid in,	1,944,400	00
Capital stock, number of shares issued, 38,888		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Scrip stock and stock partly paid,	11,691	05

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due July, 1898, bear interest at seven per cent., which is payable January and July,) amount,	\$4,000,000	00
Construction bonds, Turtle Creek division, (due August, 1889, bear interest at six per cent., which is payable February and August,) amount,	326,600	00
Consolidated mortgage bonds, (due January, 1926, bear interest at six per cent., gold, which is payable January and July,) amount,	6,292,000	00
Real estate bonds, (due 1883, bear interest at six per cent., which is payable January and July,) amount,	100,000	00
Total amount now of funded debt,	\$10,718,600	00
<i>Floating Debt.</i>		
Debt incurred for any other purpose, \$165,664 76		
The amount now of floating debt,	4,065,789	33
Total amount now of floating and funded debt,	\$14,784,389	33
Floating debt, as per last report, \$3,900,124 57		
Funded debt, as per last report, 10,718,600 00		

COST.

Total cost of entire road to date,	\$12,018,670	98
Average of same per mile of road laid, 149 ⁸ / ₁₀	80,338	71
Proportion of same for Pennsylvania, 143 ⁸ / ₁₀	11,552,706	49
Total cost of entire equipment,	470,698	49
Average cost of equipment per mile of road operated by company, 174,	2,705	16
Proportion of same for Pennsylvania, 168 ² / ₁₀	455,008	57
Cost of road and equipment per mile,	83,485	09
Proportion of same for Pennsylvania,	12,005,155	95

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Cumberland, Md.,	149 ⁸ / ₁₀	143 ⁸ / ₁₀
Length of single main track,	146 ⁸ / ₁₀	143 ⁸ / ₁₀
Length of double main track,	2 ²⁸ / ₁₀₀	2 ²⁸ / ₁₀₀
Branches.		
Hickman Run branch, from Hickman } Length of branch,	1 ² / ₁₀	1 ² / ₁₀
Run junction to Jimtown, } Length of single track,	1 ² / ₁₀	1 ² / ₁₀
Leased Roads.		
Mt. Pleasant and Broadford branch, { Length of road,	9 ⁸ / ₁₀	9 ⁸ / ₁₀
from Mt. Pleasant to Broadford, } Length of single track,	9 ⁸ / ₁₀	9 ⁸ / ₁₀
Fayette County branch, from Gibson to } Length of road,	12 ² / ₁₀	12 ² / ₁₀
Uniontown, } Length of single track,	12 ² / ₁₀	12 ² / ₁₀
Aggregate length of main line and branches, double track, 2.26, included,	153 ⁷⁸ / ₁₀₀	147 ³⁸ / ₁₀₀
Aggregate length of leased roads,	22 ⁸ / ₁₀	22 ⁸ / ₁₀
Aggregate length of sidings and other track not above enumerated,	35	34 ⁸ / ₁₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	211 ²⁸ / ₁₀₀	204 ³⁸ / ₁₀₀

Gauge.

What is the gauge of your lines? 4 feet 8³/₄ inches.

Track.

Miles of iron rail in use,	170
Miles of steel rail in use,	39
Weight of rail per yard, { Iron,	64 pounds.
{ Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	57
Wooden bridges, number of, 12; aggregate length,	925 feet.
Stone bridges, number of, 1; aggregate length,	25 feet.
Iron bridges, number of, 27; aggregate length,	3,406 feet.
Wooden trestles, number of, 17; aggregate length,	2,853 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? South-Western Pennsylvania railroad, at Everson, Pennsylvania, Mt. Pleasant branch.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Cincinnati and St. Louis railroad, at Pittsburgh, Pa.; Pennsylvania railroad, at Port Perry, Pa.; South-Western Pennsylvania railroad, at Connellsville, Pa.

Stations.

Number of stations on main road, passenger and freight, .	57
Number of stations on leased roads, passenger and freight,	13
Number of engine-houses and shops in Pennsylvania 3;	
total number entire road,	3
Number of wood and water stations on main road, . . .	23
Number of wood and water stations on leased roads, . .	3
Value of real estate held by the company, exclusive of road-	
way, in Pennsylvania,	\$93,911 00
Number of tunnels, 4; aggregate length,	7,832 feet.

How is track laid, and on what foundation? Cross-ties, resting on broken stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	11	\$14,000 00
Number of locomotives of more than 20 tons weight,	5	10,000 00
Number of first class passenger cars,	15	4,000 00
Number of baggage, mail, and express cars,	7	2,500 00
Number of freight cars: House cars, 84; trucks, 80,	164	550 00
Number of coal, ore, and stone cars,	15	500 00
Number of caboose cars,	27	600 00

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order,	100 tons.
Average weight of freight trains, including locomotive and tender, in working order,	950 tons.

Employees.

Average number of persons regularly employed by company, including officials,	1,285
Same in Pennsylvania,	1,284

DOINGS OF THE YEAR.

Transportation and total Miles run.

Number of miles run by passenger trains,	449,238
Number of miles run by freight and coal trains,	1,032,943
Number of miles run by ballast trains,	55,155
Number of through passengers for the year on main road,	9,207
Number of passengers (all classes) carried in cars, . .	852,542
Number of passengers carried one mile,	9,722,812
Number of passengers carried one mile in Pennsylvania, .	9,656,473
Gross amount of tonnage for the year, (2,000 pounds per ton,)	2,045,367
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1878,	66,690	April, 1879,	68,586
November, 1878,	64,206	May, 1879,	75,920
December, 1878,	63,481	June, 1879,	66,761
January, 1879,	62,549	July, 1879,	79,651
February, 1879,	59,580	August, 1879,	82,347
March, 1879,	73,008	September, 1879,	89,763

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal and coke,	1,600,386	Stone and lime,	60,570
Petroleum and other oils,	25,300	Agricultural products,	13,929
Pig iron,	46,898	Merchandise and manufactures,	78,681
Railroad iron,	16,530	Live stock,	2,184
Other iron or castings,	74,539	Lumber,	20,092
Iron and other ores,	49,994	Other articles,	56,264

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2½ cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	1½ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1878,	\$22,121 96
November, 1878,	16,747 78
December, 1878,	17,821 72
January, 1879,	15,145 11
February, 1879,	14,938 22
March, 1879,	18,740 70
April, 1879,	18,342 58
May, 1879,	21,254 15
June, 1879,	19,927 33
July, 1879,	25,538 96
August, 1879,	25,550 27
September, 1879,	29,923 94
Total,	\$246,052 67

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1878,	\$117,476 16
November, 1878,	122,144 90
December, 1878,	90,434 42
January, 1879,	83,746 37
February, 1879,	98,390 77
March, 1879,	96,786 43
April, 1879,	88,930 16
May, 1879,	103,323 34
June, 1879,	110,405 04
July, 1879,	120,298 26
August, 1879,	133,132 03
September, 1879,	137,052 47
Total,	\$1,297,120 35

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1878,	\$1,107 52	\$3,575 09	\$68 44	\$4,746 04
November, 1878,	1,107 52	2,554 07	44 55	3,706 14
December, 1878,	1,107 51	2,967 84	40 73	4,116 08
January, 1879,	1,107 52	1,878 91	55 62	3,042 05
February, 1879,	1,107 52	1,351 38	43 93	2,502 83
March, 1879,	1,107 51	1,971 37	113 12	3,192 00
April, 1879,	1,107 51	2,463 29	124 95	3,695 75
May, 1879,	1,107 51	3,442 62	121 75	4,671 88
June, 1879,	1,107 53	3,905 75	112 99	5,126 27
July, 1879,	1,107 51	4,091 34	138 85	5,337 70
August, 1879,	1,107 51	7,356 68	136 57	8,600 76
September, 1879,	1,107 53	4,955 85	140 23	6,203 11
Total,	\$13,290 20	\$40,513 68	\$1,136 73	\$54,940 61

Total passenger earnings for the year,	\$246,052 67
Total freight earnings for the year,	1,297,120 35
Total earnings from all other sources,	54,940 61
Total earnings for the year,	\$1,598,113 63

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads,	\$179,840	77
New iron rails, number of tons,	642,111	
New steel rails, number of tons,	795,711	
Repairs of bridges,	12,491	91
Repairs of buildings and fixtures,	22,072	22
Watching tunnels and cuts,	20,835	39
All other expenses for maintenance of way,	9,154	46
Total for maintenance of way,	\$244,394	75
Cost per mile of road kept in repair, $149\frac{8}{10}$,	\$1,633	65
Proportion for Pennsylvania, $143\frac{8}{10}$,	234,919	55

Cost of Maintenance of Motive Power and Cars.

Use of locomotives,	\$102,475	81
Repairs of machinery,	10,933	92
Use of passenger, baggage, and mail cars,	31,794	93
Use of freight cars,	77,957	37
All other expenses for maintenance of motive power and cars,	20,457	28
Total for maintenance of motive power and cars,	\$243,619	31
Cost per mile of road operated,	\$1,628	47
Proportion for Pennsylvania,	234,173	19

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$40,003	65
Salaries, wages, and incidentals chargeable to freight and express departments,	137,476	17
Wages of switchmen, signal-men, gate-keepers, watchmen, and depot labor,	23,867	31
Fuel—coal, and cost of preparing same,	30,582	33
Oil and waste, tallow, gas, and candles,	18,172	90
Damages for injuries to persons, cattle killed or injured, loss of goods and baggage, to property, including damages by fire,	2,481	12
Stationery, printing, and advertising,	9,195	65
Taxes,	16,607	64
Agents and clerks,	52,544	49
Telegraph expenses, operators, and repairs of telegraph,	16,712	16
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	80,174	10
Total miscellaneous,	\$377,817	52
Amount per mile of road operated,	\$2,525	52
Proportion for Pennsylvania,	363,169	51
Total expenditures for operating the road,	865,831	58
Expenses per mile of the road operated, ($149\frac{8}{10}$),	5,787	64

EARNINGS.

Passenger transportation, local and through,	\$246,052	67
Freight transportation, local and through,	1,297,120	35
Mail service,	13,290	20
Express service,	40,513	68
Rents, miscellaneous,	1,136	73
Total,	\$1,598,113	63
Operating Expenses.		
Maintenance of way and buildings,	\$244,394	75
Maintenance of motive power and cars,	243,619	31
Miscellaneous,	377,817	52
Total operating expenses, being 54 ¹⁷ / ₁₀₀ per cent. of earnings, . . .	865,831	58
Net earnings,	\$732,282	05
Earnings per mile of road operated, 149 ⁸ / ₁₀₀ ,	\$10,682	57
Expenses per mile of road operated, 149 ⁶ / ₁₀₀ ,	5,787	64

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? We operate our own express.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	\$1,944,400	00
Paid to sinking fund,	64,647	18

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				1		1
Employés,	3	1		4	3	5
Others,		1	13	4	13	5
Total,	3	2	13	9	16	11

Statement of each Accident.

October 14, 1878. George Cahoon, brakeman; fatally injured while attempting to couple cars, at Broadford.

November 4. Miss Nora Mehan; struck by freight train while crossing track at Copper Works, head injured.

November 13. William Armstrong, under the influence of liquor, was struck by ballast train engine, and killed; accident occurred between Braddock and Bessemer.

November 29. James P. Hanna; found on track, at Soho, fatally injured, supposed to have been struck by freight train.

December 11. C. A. Fuller, brakeman; fatally injured in accident at Laughlin.

December 29. John Kalebaugh, while intoxicated, jumped from passenger train while passing through Connellsville, and was injured about head and shoulders.

January 6. 1879. Mrs. Catharine Hinkle, chopping ice near track, at Morgan station; was struck, and fatally injured, by passenger train.

January 23. Patrick Coyle; seriously injured by being caught by switch-rope whilst standing on platform, at Alpsville.

April 5. Frederick Bowers, stealing a ride; was fatally injured in freight train accident, at Mount Savage junction.

April 13. Mrs. Catharine Bowers; killed, while attempting to cross the track in front of express train, in Cumberland.

May 19. John Dout, walking on track; was struck by express train, at Suter, and killed.

May 22. Mrs. Ann Conway, in attempting to cross track, at Linden, was struck by express train, and killed.

May 23. John Clifford, small boy; was struck by shifting engine, at Everson, and slightly injured.

May 27. Express train thrown from track, near Egypt station, by striking a rock. S. F. Pritchard, engineer, and James Boyle, boy tramp, were instantly killed. William Flaherty, fireman, and Thomas McGraw, boy tramp, injured.

June 17. Mrs. Annie Dougherty; struck, and killed, by express train whilst attempting to cross the track, at Copper Works.

June 25. Thomas Shaffer, walking on track; was struck by engine of freight train, at Hickman run, and killed.

July 19. Hiram Hyatt, farmer; sitting on track intoxicated, near Confluence, was struck by express train, and severely injured.

July 14. Enoch Joliff, walking on track; was struck by accommodation train, at Watt station, and killed.

July 31. Joseph Kreighline, brakeman, in attempting to get on engine while in motion, at Sewickley, had right foot cut off.

August 13. I. T. Redman, brakeman; was caught between cars, at Sand Patch, and severely squeezed.

August 30. John Mangus, walking on track; was struck by engine of accommodation train, at Mills station, and fatally injured.

September 9. John Hayes, brakeman, in attempting to get on shifting engine, in Connellsville yard, had left leg cut off.

September 15. Patrick Birth, while attempting to board freight train, at Braddock, was run over, and fatally injured.

September 22. George L. Thomas, messenger boy; was run over by an engine, in Connellsville yard, and had right leg cut off.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Charles Donnelly, vice president, and J. B. Washington, secretary and auditor, of the Pittsburgh and Connellsville Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) C. DONNELLY, *Vice President.*
J. B. WASHINGTON, *Secretary and Auditor.*

Sworn and subscribed before me, this 3d day of February, A. D. 1880.
J. J. McCORMICK, N. P.

REPORT

OF THE

Pittsburgh, Titusville and Buffalo Railway Company,
for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia.
Jos. R. Trimble, Secretary,	Camden, N. J.
John K. Wallace, Treasurer,	Philadelphia.
Samuel Gustine Thompson, General Solicitor,	—
William Henderson, Auditor,	Oil City, Pa.
Thomas H. Wilson, General Superintendent,	Oil City, Pa.

General offices at Philadelphia and Oil City, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John S. Ritter,	Philadelphia.
Levi N. Wagner,	Philadelphia.
Ephraim Coon,	Philadelphia.
Francis Huth,	Philadelphia.
David McCargo,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000,000	00
Capital stock, amount determined by the purchasers of the property, and issued under the act of April 18, 1861,	5,000,000	00
Capital stock, total amount issued,	4,959,450	00
Capital stock, number of shares issued,	99,189	
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1882, July 2, 1890, and February 1, 1896, bear interest at seven per cent, which is payable 1st April, and October, January and July, February and August,) amount, .	\$2,580,000	00
Consolidated mortgage bonds, (due February 1, 1896, bear interest at seven per cent., which is payable 1st February and August,) amount,	1,155,000	00
Income bonds, (due February 1, 1896, bear interest at six per cent., which is payable 1st February and August,) amount,	315,933	00
Total amount now of funded debt,	\$4,050,933	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Scrip issued for defaulted interest, balance remaining outstanding,	\$75,022	50
Funded debt, as per last report,	\$4,050,933	00
Floating debt, as per last report,	75,022	50

COST.

Total cost of entire road to date,	\$8,478,622	16
Average of same per mile of road laid,	70,613	52
Proportion of same for Pennsylvania,	70,613	52
Total cost of entire equipment,	587,500	00
Average cost of equipment per mile of road operated by company, .	4,895	83
Proportion of same for Pennsylvania,	4,895	83
Cost of road and equipment per mile,	75,509	35
Proportion of same for Pennsylvania,	76,509	35

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Corry to Irvineton,	95	95
Length of single main track,	95	95
Branches.		
Union and Titusville branch, from (Length of branch, . .	25	25
Union to Titusville,) Length of single track,	25	25
Aggregate length of main line and branches,	120	120
Aggregate length of sidings and other track not above enumerated,	29	29
Aggregate length of main line, branches, leased roads, sidings, and other track,	149	149

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and coal, per ton per mile, 7.6 cents.
For local freight and coal, per ton per mile, 1.9 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,039	53	\$7,743	51	\$8,783	04
February, 1879,	1,369	24	7,951	76	9,321	00
March, 1879,	1,336	21	9,302	60	10,638	81
April, 1879,	1,819	85	10,156	91	11,976	76
May, 1879,	2,400	64	9,413	63	11,814	27
June, 1879,	2,094	54	9,109	08	11,203	62
July, 1879,	1,835	27	9,972	72	11,807	99
August, 1879,	2,600	99	12,760	86	15,361	85
September, 1879,	3,580	25	9,574	63	13,154	88
October, 1879,	1,890	78	10,028	82	11,919	55
November, 1879,	2,147	99	8,852	33	11,000	32
December, 1878,	1,291	23	9,916	80	11,208	03
Total,	\$23,406	47	\$114,783	65	\$138,190	12

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$6,525	88	\$14,161	66	\$20,687	54
February, 1879,	9,160	44	13,304	70	22,465	14
March, 1879,	10,038	83	24,178	08	34,216	91
April, 1879,	6,155	58	21,810	38	27,965	96
May, 1879,	6,757	50	23,127	38	29,884	88
June, 1879,	6,120	95	17,207	14	23,328	09
July, 1879,	4,491	89	19,582	26	24,074	15
August, 1879,	6,696	43	13,402	51	20,098	94
September, 1879,	6,614	42	17,338	04	23,952	49
October, 1879,	4,752	87	20,268	44	25,021	31
November, 1879,	6,914	87	21,017	79	27,932	66
December, 1879,	7,856	85	19,390	10	27,246	45
Total,	\$82,086	01	\$224,788	51	\$306,874	52

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$524	05	\$734	46	\$234	01	\$1,492	52
February, 1879,	524	05	659	47	530	06	1,713	58
March 1879,	524	05	729	30	590	49	1,843	84
April, 1879,	524	05	752	18	485	25	1,761	48
May, 1879,	524	04	808	33	546	52	1,879	89
June 1879,	524	05	713	08	208	18	1,445	31
July, 1879,	524	01	766	88	1,078	10	2,368	99
August, 1879,	524	04	734	00	807	35	2,065	39
Septembr 1879,	524	05	734	65	659	15	1,917	85
October, 1879,	524	03	768	09	696	84	1,988	96
November, 1879,	524	03	703	08	615	03	1,842	14
December, 1879,	524	05	770	42	457	74	1,752	21
Total,	\$6,188	50	\$8,873	94	\$6,908	72	\$22,071	16

Total passenger earnings for the year,	\$138,190	12
Total freight earnings for the year,	306,874	52
Total earnings from all other sources,	22,071	16
Total earnings for the year,	\$467,135	80
Total receipts from all sources on whole length of line,	\$467,135	80
Proportion of earnings in Pennsylvania to earnings of whole line,	467,135	80

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$43,122	87
New iron rails, 113 tons, \$4,530 96		
New steel rails, 400 tons, 21,818 15		
	\$26,349 11	
Less old iron sold, 26,349 11		
Repairs of bridges,	7,060	68
Repairs of buildings and fixtures,	34	46
Repairs of fences,	853	81
All other expenses for maintenance of way,	5,192	62
Total for maintenance of way,	\$56,264	44
Cost per mile of road kept in repair,	\$502	36
Proportion for Pennsylvania,	502	36

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$16,449	13
Repairs of machinery,	2,182	15
Repairs of passenger, baggage, and mail cars,	8,524	87
Repairs of freight cars,	7,559	21
All other expenses for maintenance of motive power and cars,	4,585	92
Total for maintenance of motive power and cars,	\$39,301	28
Cost per mile of road operated,	\$350	90
Proportion for Pennsylvania,	350	90

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$31,111	96
Salaries, wages, and incidentals chargeable to freight department,	72,162	51
Wages of switchmen, signal-men, gate-keepers, and watchmen,	16,502	02
Fuel—wood and coal,	23,605	94
Oil and waste,	3,373	92
Damages for injuries to persons,	390	75
Damages for cattle killed or injured,	450	86
Damages for loss of goods and baggage,	85	76
Taxes,	639	68
Insurance,	1,350	00
Telegraph expenses,	5,707	44
Amount paid other corporations or individuals for use of all other cars,	7,980	70
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	17,877	94
Total miscellaneous,	\$181,239	48

Amount per mile of road operated,	\$1,618	21
Proportion for Pennsylvania,	1,618	21
Total expenditures for operating the road,	276,805	20
Expenses per mile of the road operated,	2,471	47
Expenses per mile of single track operated, not including sidings,	2,471	47
Expenses per train mile,		65
Proportion for Pennsylvania,		65

EARNINGS.

Passenger transportation, local	\$114,783 65	} Total,	\$138,190	12
Passenger transportation, through,	23,406 47			
Freight transportation, local,	224,788 51	} Total,	306,874	52
Freight transportation, through,	82,086 01			
Mail service,			6,288	50
Express service,			8,873	94
Rents,			2,528	19
All other sources of income,			4,380	53
Total,			\$467,135	80
Operating Expenses.				
Maintenance of way and buildings,	\$56,264 44			
Maintenance of motive power and cars,	39,801 28			
Miscellaneous,	181,239 48			
Total operating expenses, being 59 ² / ₁₀ per cent. of earnings,			276,805	20
Net earnings,			\$190,330	60
Earnings per mile of road operated,			\$4,171	11
Expenses per mile of road operated,			2,471	47
Net earnings,			\$1,699	64

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? United States Express Company, between Union and Titusville, who pay at the rate of thirty cents per one hundred pounds.

Union Express Company, between Corry and Irvineton, who pay at the rate of twenty-five dollars per day. They do a general express business, and in our cars. Freight received and delivered at the depot.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Our road free to all. They use their own cars, on which we pay the usual mileage charge.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned? Pullman palace sleeping cars. The railroad company charging regular passenger rates, and sleeping car company charging an additional rate.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service ? \$6,288 50 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$4,959,450 00

BALANCE SHEET, DECEMBER 31, 1879.

DR.			
Cost of road,		\$8,473,622	16
Cost of equipment,		587,500	00
Shop fuel and road stock on hand,		22,188	29
Due from individuals and companies,		23,490	20
Miscellaneous assets,		12,000	00
Balance in hands of agents,		3,934	77
Cash on hand,		84,343	30
		\$9,207,078	72
CR.			
Capital stock,		\$4,959,450	00
First mortgage bonds,		2,580,000	00
Consolidated mortgage bonds,		1,155,000	00
Income bonds,		315,933	00
Unfunded debt—scrip outstanding,		75,022	50
Unpaid vouchers and pay-rolls for December, 1879,		26,862	92
Unpaid interest, mostly coupons, due January 1, 1880,		19,246	00
Due other railroad companies,		16,476	48
Balance, credit, profit and loss,		59,087	82
		\$9,207,078	72

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,			1	10	1	10
Others,			1	4	1	4
Total,			2	14	2	14

Statement of each Accident.

January 20, 1879. Tidioute ; Michael Sullivan, brakeman ; had his hand bruised while coupling cars.

January 22. Titusville ; James Brady, brakeman ; in getting off the shifting engine, fell down and dislocated his knee.

April 2. Boyd Farm ; a boy, by the name of George Geary, in attempting to get on a passing freight train, fell under the wheels, and had one foot run over.

April 22. One half mile north of Hydetown; a Mr. and Mrs. Woodruff were slightly injured in attempting to drive across the track in front of an approaching train; the engineer gave the proper signals, at the required distance from the crossing, on approaching.

April 23. Rouseville; Edward Dedrick, foot crushed, in attempting to get on a moving train.

May 29. Irvineton; Michael Sullivan, employed as brakeman; fatally injured while uncoupling cars when in motion.

July 14. Titusville; Peter Rounds, a boy, aged thirteen years; killed while under the cars to get out of the rain, by an engine striking the car he was under.

July 16. Miller Farm; Patrick Courtney, employed as trackman; while screwing up a nut in the track, slipped and fell across the rail, injuring his back.

July 21. Miller Farm; Charles Brigham, fireman; slightly injured in jumping off his engine while in motion.

October 7. Tidioute; F. P. Olney, brakeman; while coupling cars, had one arm bruised.

October 23. Imperial; John Llynd, employed as section foreman; slightly injured by an engine attached to a freight train striking a hand-car on which he was riding.

November 9. Irvineton; Jerry Dunlavy, brakeman; while coupling cars, had his hand bruised.

November 21. Titusville; Louis Gulick, brakeman; while coupling cars, injured about his hips; no bones broken.

December 22. Titusville; John Brown, brakeman; while coupling cars, slightly injured about the hips.

December 30. Titusville; Joseph Klean, brakeman; while making a coupling of cars, had his arm crushed below the elbow.

STATE OF PENNSYLVANIA,) ⁸⁸
County of Philadelphia,)

Personally appeared before me, J. W. Jones, president, and John K. Wallace, treasurer, of the Pittsburgh, Titusville, and Buffalo Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of their knowledge and belief.

(Signed)

J. W. JONES, *President.*

JOHN K. WALLACE, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

JNO. A. GLENN, *Notary Public.*

REPORT
OF THE
Pittsburgh, Virginia and Charleston Railway Com-
pany, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
John Scott, President,	Pittsburgh.
B. F. Jones, Vice President,	Pittsburgh.
D. P. Corwin, Secretary and Treasurer,	Pittsburgh.
Hampton & Dalzell, General Solicitors,	Pittsburgh.
John M. Byers, Chief Engineer.	Pittsburgh.

General offices at Pittsburgh and Philadelphia.

Names of Directors.	Residences.
D. A. Stewart,	Pittsburgh, Pa.
Joseph Walton,	Pittsburgh, Pa.
H. B. Hays,	Pittsburgh, Pa.
M. B. Thompson,	Hillsdale, Pa.
George V. Lawrence,	Monongahela City, Pa.
Alexander Patton,	Rice's Landing, Pa.
J. N. DuBarry,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law, per mile,	\$30,000	00
Capital stock authorized by votes of company,	Same.	
Capital stock, amount subscribed,	830,000	00
Capital stock paid in by last report,	694,970	01
Capital stock, total amount now paid in,	697,846	48
Capital stock, number of shares issued,	10,944	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1919, bear interest at six per cent., which is payable April and October,) amount,	\$1,605,000	00
Total amount now of funded debt,	\$1,605,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, (mortgages due,)	\$117,700	02
Debt incurred for any other purpose, and for what :		
Certificates,	134,500	00
Extension to Brownsville, interest,	420 360	48
The amount now of floating debt,	672,560	50
Total amount now of floating and funded debt,	\$2,277,560	50
Funded debt as per last report,	\$1,605,000	00
Floating debt as per last report,	853,924	76
Total cash realized from capital stock and debt,	2,302,846	48

COST.

Total cost of entire road to date,	\$1,861,464	97
Average of same per mile of road laid,	59,425	95
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment,	196,419	65
Average cost of equipment per mile of road operated by company,	6,547	21
Proportion of same for Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile,	65,973	16
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from South Pittsburgh to Monongahela City,	30	30
Length of single main track,	30	30
Length of double main track and sidings,	6.2	6.2
Aggregate length of main line, branches, leased roads, sidings, and other track,	36.2	36.2

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Miles of iron rail in use, 33.2
Miles of steel rail in use, 3
Weight of rail per yard, iron and steel, average, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
Iron bridges, number of, 1 ; aggregate length, 97 feet.
Wooden trestles, number of, 6 ; aggregate length, 5,000 feet.

Stations.

Number of stations on main road : Passenger, 13 ; freight, 4 ; total, 17
Number of engine-houses and shops in Pennsylvania, 2
Number of wood and water stations on main road, 4
How is track laid, and on what foundation ? Oak ties and broken stone ballast.

The Pittsburgh, Virginia and Charleston railway being leased to the Pennsylvania Railroad Company, its operations and equipment will be included in the report of that company.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$4,839	15	. . . . .	. . . . .	. . . . .	. . . . .
February, 1879,	3,765	91	. . . . .	. . . . .	. . . . .	. . . . .
March, 1879,	4,477	55	. . . . .	. . . . .	. . . . .	. . . . .
April, 1879,	4,589	83	. . . . .	. . . . .	. . . . .	. . . . .
May, 1879,	5,708	60	. . . . .	. . . . .	. . . . .	. . . . .
June, 1879,	5,225	98	. . . . .	. . . . .	. . . . .	. . . . .
July, 1879,	6,142	81	. . . . .	. . . . .	. . . . .	. . . . .
August, 1879,	6,936	82	. . . . .	. . . . .	. . . . .	. . . . .
September, 1879,	6,095	10	. . . . .	. . . . .	. . . . .	. . . . .
October, 1879,	6,421	68	. . . . .	. . . . .	. . . . .	. . . . .
November, 1879,	5,050	18	. . . . .	. . . . .	. . . . .	. . . . .
December, 1879,	6,384	82	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$65,637	93	. . . . .	. . . . .	\$65,637	93

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$1,959	68	. . . . .	. . . . .	. . . . .	. . . . .
February, 1879,	2,799	89	. . . . .	. . . . .	. . . . .	. . . . .
March, 1879,	3,017	44	. . . . .	. . . . .	. . . . .	. . . . .
April, 1879,	5,932	78	. . . . .	. . . . .	. . . . .	. . . . .
May, 1879,	4,859	95	. . . . .	. . . . .	. . . . .	. . . . .
June, 1879,	6,010	84	. . . . .	. . . . .	. . . . .	. . . . .
July, 1879,	4,921	84	. . . . .	. . . . .	. . . . .	. . . . .
August, 1879,	6,812	45	. . . . .	. . . . .	. . . . .	. . . . .
September, 1879,	7,096	20	. . . . .	. . . . .	. . . . .	. . . . .
October, 1879,	7,830	21	. . . . .	. . . . .	. . . . .	. . . . .
November, 1879,	7,292	72	. . . . .	. . . . .	. . . . .	. . . . .
December, 1879,	9,880	77	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$71,444	77	. . . . .	. . . . .	\$71,444	77

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,	\$174	88	. . . . .	. . . . .	\$540	16	\$715	04
February, 1879,	236	48	. . . . .	. . . . .	551	93	788	41
March, 1879, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	506	75	506	75
April, 1879,	411	36	. . . . .	. . . . .	313	75	725	11
May, 1879, . . . . .	. . . . .	. . . . .	\$267	05	. . . . .	. . . . .	267	05
June, 1879, . . . . .	. . . . .	. . . . .	201	35	. . . . .	. . . . .	201	35
July, 1879, . . . . .	. . . . .	. . . . .	224	70	288	58	513	28
August, 1879, . . . . .	. . . . .	. . . . .	258	50	339	25	597	75
September, 1879, . . . . .	. . . . .	. . . . .	228	15	336	75	564	90
October, 1879,	822	72	235	35	445	61	1,503	68
November, 1879,	137	12	189	48	220	25	546	85
December, 1879,	137	12	261	76	322	50	721	38
Total,	\$1,919	68	\$1,866	34	\$3,865	53	7,651	55

Total passenger earnings for the year,	\$65,637	93
Total freight earnings for the year,	71,444	77
Total earnings from all other sources,	1,692	25
Total earnings for the year,	\$138,774	95
Total receipts from all sources on whole length of line,	\$146,426	50
Proportion of earnings in Pennsylvania to earnings of whole line, . .	146,426	50

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$170,726	19
Land or land damages,	15,807	86
Total,	\$186,534	05
Proportion for Pennsylvania, All in Pennsylvania.		

EARNINGS.

Passenger transportation, local and through,	\$65,637	93
Freight transportation, local and through,	71,444	77
Mail service,	1,919	68
Express service,	1,866	34
Rents,	3,452	51
All other sources of income,	413	02
Total,	\$144,734	25

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, John Scott, president, and D. P. Corwin, treasurer, of the Pittsburgh, Virginia, and Charleston Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) JOHN SCOTT, *President.*
D. P. CORWIN, *Treasurer.*

Sworn and subscribed before me this 21st day of February, A. D. 1880.
ANDREW HUMBERT, *Notary Public.*

REPORT
OF THE
*Pittsburgh and Castle Shannon Railroad Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John Adams, President,	Pittsburgh, Pa.
J. H. Ortman, Vice President,	Pittsburgh, Pa.
W. W. Martin, Secretary and Treasurer,	Allegheny city, Pa.
D. T. Watson, General Solicitor,	Allegheny city, Pa.
James S. Devlin, Chief Engineer,	Pittsburgh, Pa.
D. Z. Brickell, General Superintendent,	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
H. M. Rolfe,	Pittsburgh, Pa.
J. H. Ortman,	Pittsburgh, Pa.
John Jahn,	Castle Shannon, Pa.
H. Sellers McKee,	Allegheny city, Pa.
Fred Maul,	Pittsburgh, Pa.
E. Rohrkaste,	Pittsburgh, Pa.
Charles Kohlmyer,	Pittsburgh, Pa.
Robert Boyd,	Mount Lebanon, Pa.
F. W. Steinert,	Pittsburgh, Pa.
W. W. Martin,	Allegheny city, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	961,600	00
Capital stock, amount subscribed,	961,600	00
Capital stock paid in by last report,	750,780	90
Capital stock, total amount now paid in,	767,787	60
Capital stock, amount paid in on each share, when full paid,	50	00
Capital stock, par value of each share,	50	00

DEBT.

(Approximate.)

Funded Debt.		
First mortgage bonds, (due May 1, 1887, bear interest at seven per cent., which is payable May 1 and November 1,) amount,	\$39,200	00
First mortgage (due April 1877, bear interest at six per cent., which is payable,) amount,	101,733	33
Due for coal purchased, amount,	51,495	03
Due \$4,800 per annum.		
Total amount now of funded debt,	\$192,428	36
Floating Debt.		
The amount now of floating debt,	77,500	34
Total amount now of floating and funded debt,	\$289,928	70
Funded debt as per last report,	\$192,428	36
Floating debt as per last report,	77,500	34

COST.

Total cost of entire road to date, with coal privileges,	\$455,527	18
Average of same per mile of road laid,	50,614	13
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	93,107	59
Average cost of equipment per mile of road operated by company, .	10,345	28
Cost of road and equipment per mile,	60,959	41

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Castle Shannon,	6	All.
Length of single main track,	6	
Branches.		
Fair Haven coal works to High Bridge coal works, length of sin- gle track,	3 1/2	
Aggregate length of main line and branches,	9 1/2	
Aggregate length of leased roads,	1	
Aggregate length of main line, branches, leased roads, sidings, and other track,	10	

Gauge.

What is the gauge of your lines? 40 inches.

Track.

Miles of iron rail in use, 9
Miles of steel rail in use, 1
Weight of rail per yard, { Iron, 45 and 50
 Steel, 50 and 56

Bridges and Trestles.

Number of bridges and trestles on whole line, 4
Wooden trestles, number of, 4 ; aggregate length, . . . 1,530 feet.

Stations.

Number of stations on main road, passenger and freight, . 14
Number of engine-houses and shops in Pennsylvania, all ;
total number entire road, 1
Number of wood and water stations on main road, . . .
Number of tunnels, 2 ; aggregate length, 3,506 feet.
How is track laid, and on what foundation? Oak ties, stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight,	1	\$8,000	00
Number of locomotives of more than 10 tons weight,	4	6,500	00
Number of first-class passenger cars,	4	2,700	00
Number of second-class passenger cars,	3	400	00
Number of baggage, mail, and express cars,	1	1,100	00
Number of freight cars, trucks,	5	325	00
Number of coal or pit cars,	403	48	00

Average number of cars in passenger trains, including baggage cars,	8
Average number of cars in freight trains, pit cars,	40
Average weight of passenger trains, including locomotive and tender, in working order,	30 tons.
Average weight of freight trains, including locomotive and tender, in working order, (loaded,)	90 tons.

Employees.

Average number of persons regularly employed by company, including officials, about,	200
--	-----

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains, about,	30,000
Number of miles run by coal trains, about,	19,200
Number of through passengers for the year on main road,	73,353
Number of passengers (all classes) carried in cars,	143,893
Number of passengers carried one mile,	505,375
Number of passengers carried one mile in Pennsylvania,	Same.
Number of tons of freight carried one mile,	285,952
Gross amount of tonnage for the year, (2,000 pounds per ton,)	71,488
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly statement of Passengers (all classes) carried in Cars.

January, 1879,	10,447	July, 1879,	16,208
February, 1879,	9,849	August, 1879,	15,811
March, 1879,	10,551	September, 1879,	11,356
April, 1879,	10,755	October, 1879,	10,958
May, 1879,	14,113	November, 1879,	10,541
June, 1879,	12,950	December, 1879,	11,359

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	71,423
Other articles,	65

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3½ cents.
For first-class way passengers, incline,	5 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	10 cents.
For through coal, per ton per mile,	Handle our own coal only.
For local freight, per ton per mile, about,	15 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers, &c.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$762 59
February, 1879,			776 94
March, 1879,			878 75
April, 1879,			864 29
May, 1879,			1,361 03
June, 1879,			1,117 42
July, 1879,			1,605 16
August, 1879,			1,480 31
September, 1879,			964 43
October, 1879,			876 02
November, 1879,			942 24
December, 1879,			975 65
Total,			\$12,404 83

From all other Sources.

MONTHS.	Mails.	Express.	Sales of coal.	Total.
January, 1879,	\$74 81		\$9,659 23	
February, 1879,			10,139 32	
March, 1879,			8,805 44	
April, 1879,	74 81		11,143 08	
May, 1879,			10,240 38	
June, 1879,			10,296 16	
July, 1879,	74 81		9,562 10	
August, 1879,			9,344 15	
September, 1879,			11,313 50	
October, 1879,	74 82		13,688 48	
November, 1879,			12,113 65	
December, 1879,			12,236 51	
Total,	\$299 25		\$128,542 00	

Total passenger, freight, and package earnings for the year,	\$12,404 83
Total for the year for sales of coal,	128,542 00
Total earnings from mail service,	299 25
Total earnings for the year,	\$141,245 08

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of road and machinery, including motive power and cars, . .	\$5,050	41
New steel rails, 68 tons, 2,240 pounds per ton,	2,832	65
Total for maintenance of way and motive power,	\$7,883	06
Cost per mile of road kept in repair, 6 miles,	1,313	84

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$6,000	00
Salaries, wages, and incidentals chargeable to freight department, . .	26,011	57
Wages of coal miners,	49,512	30
Oil and waste,	415	74
Horse feed,	2,417	62
Paid for coal purchased, &c.,	6,273	58
Pit posts, &c.,	980	47
Taxes,	1,370	85
Insurance,	740	61
Royalty paid for lease of part of road,	4,162	53
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	11,858	50
Total miscellaneous,	\$109,743	77
Amount per mile of road operated,	\$18,290	63
Total expenditures for operating the road,	117,626	83
Expenses per mile of the road operated,	19,604	47

EARNINGS.

Passenger and freight transportation, local and through,	\$12,404	83
Mail service,	299	25
Coal sales,	128,542	00
Total,	\$141,245	03
Operating Expenses.		
Maintenance of way and buildings and motive power and cars,	\$7,883	06
Miscellaneous,	109,743	77
Total operating expenses, being 83 per cent. of earnings,	117,626	83
Net earnings,	\$23,618	25
Earnings per mile of road operated,	\$23,540	84
Expenses per mile of road operated,	19,604	47
Net earnings,	\$23,618	25

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? We receive \$74 81 every three months, being \$299 25 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$767,787 60
About \$103,868 60 of this is forfeited.

Total surplus,	\$23,618	25
Surplus invested as follows:		
Cash and loans in hands of receivers,	23,618	25

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, W. W. Martin, receiver, and John Adams, president, of the Pittsburgh and Castle Shannon Railroad Company, who, being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st day of December, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

JOHN ADAMS, *President.*
W. W. MARTIN, *Receiver.*

Affirmed or sworn and subscribed before me this 5th day of March, A. D. 1880.

JOHN FITZSIMMONS,
Alderman Thirtieth Ward.



R E P O R T

OF THE

Plymouth Railroad Company, for the year ending December 8, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President,	Philadelphia.
Alexander E. Dougherty, Secretary and Treasurer,	Philadelphia.
General office at No. 12 Philadelphia Exchange, Philadelphia, Pa.	
<i>Names of Managers.</i>	<i>Residences.</i>
James Boyd,	Norristown, Pa.
William H. Slingluff,	Norristown, Pa.
Daniel Longaker,	Norristown, Pa.
Winfield S. Wilson,	Tredyffrin, Chester co., Pa.
I. V. Williamson,	Philadelphia.
Edwin Swift,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law, (with power to increase,)	\$30,000	00
Capital stock authorized by votes of company,	30,000	00
Capital stock, amount subscribed, (uncertain, but supposed,)	30,000	00
Capital stock paid in by last report, (as registered,)	12,050	00
Capital stock, total amount now paid in, (as registered,)	12,050	00
Capital stock, number of shares issued, (as registered,) 241		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt,		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$274,495	19
Total amount now of floating debt,	\$274,495	19
Floating debt as per last report,	\$274,495	19
Total cash realized from capital stock and debt,	286,545	19

COST.

Total cost of entire road to date,	\$286,545	19
Average of same per mile of road laid,	30,977	85
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland,	9.25 ₁₀₀	All.
Length of single main track,	9.25 ₁₀₀	All.
Aggregate length of main line,	9.25 ₁₀₀	
Aggregate length of sidings and other track not above enumerated,	2.37 ₁₀₀	
Aggregate length of main line and sidings,	11.62 ₁₀₀	

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 11.62
Weight of rail per yard, iron, 57 pounds.

Bridges.

Wooden bridges, number of, 11; aggregate length, 340 feet
Iron bridges, number of, 2; aggregate length, 137 feet.

Stations.

Number of stations on main road: Passenger and freight,	4
Number of wood and water stations on main road, . . .	1
Value of real estate held by the company, exclusive of roadway,	\$11,231 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	All.
How is track laid, and on what foundation? With iron rails, oak and chestnut cross-ties, on broken cinder.	

On the 10th day of November, 1870, the Plymouth railroad, as a branch of the Philadelphia, Germantown, and Norristown railroad, was leased to the Philadelphia and Reading Road Company, for the term of nine hundred and ninety-nine years, and since December, 1870, the Plymouth railroad and appurtenances have been maintained by, and the road has been operated by the lessees; all questions unanswered in this report, can only be answered by said lessees, or included in their report.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 241 shares,	
=at par to,	\$12,050 00

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss:

Personally appeared before me, Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Plymouth Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 8, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*
A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 10th day of December, A. D. 1879.
J. P. MAGILL, *Notary Public.*

REPORT

OF THE

Point Breeze Railway Company, for the year ending
December 31, 1879.

OFFICERS.

Names.	Residences.
William G. Warden, President,	Philadelphia.
Henry L. Davis, Secretary and Treasurer,	Philadelphia.

General offices at 807 Walnut street, Philadelphia.

Names of Directors.	Residences.
Norris W. Harkness,	Philadelphia.
Henry L. Davis,	Philadelphia.
Edward P. Cooper,	Philadelphia.
Thornton Pike,	Lower Mayfield township, Bucks co., Pa.
Charles H. Quarles,	Philadelphia.
William G. Brown,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$18,000	00
Capital stock authorized by votes of company,	18,000	00
Capital stock, amount subscribed,	18,000	00
Capital stock paid in by last report, thirty per cent.,	5,400	00
Capital stock, total amount now paid in,	5,400	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date, \$4,183 75

STATE OF PENNSYLVANIA,)
County of Philadelphia, } ss:

Personally appeared before me, W. G. Warden, president, and Henry L. Davis, treasurer, of the Point Breeze Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

W. G. WARDEN, *President.*
HENRY L. DAVIS, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.
G. STROBEL SULLIVAN, *Notary Public.*

R E P O R T
OF THE
Pomeroy and State Line Railroad Company.

No. 233 SOUTH FOURTH STREET,
PHILADELPHIA, *March 4, 1880.*

Honorable AARON K. DUNKEL, *Secretary of Internal Affairs, Harrisburg, Pennsylvania :*

DEAR SIR: The Pennsylvania and Delaware railway was sold under foreclosure of mortgage. That part of said road lying in the State of Pennsylvania was organized under the corporate title of the Pomeroy and State Line Railroad Company on the 5th day of February, 1880.

The registration of this company was filed in the office of the Auditor General February 17, 1880, and the proper certificates, as required by law, filed in the office of the Secretary of the Commonwealth February 26, 1880.

I have no knowledge whatever of the operations of the Pennsylvania and Delaware Railway Company prior to the organization of this Company.

Yours respectfully,
JAS. R. McCLURE,
Secretary and Treasurer, Pomeroy and State Line Railroad Company.

R E P O R T
OF THE
*Pittsburgh and Lake Erie Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James I. Bennett, President,	Pittsburgh.
John Reeves, Vice President,	Beaver Falls, Pa.
John G. Robinson, Secretary and Treasurer,	Pittsburgh.
J. H. McCreery, General Solicitor,	Sewickley, Pa.
W. C. Quincy, General Manager,	Pittsburgh.
General offices at Pittsburgh.	

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Henrici,	Economy, Beaver county, Pa.
M. W. Watson,	Pittsburgh.
William M. Lyon,	Pittsburgh.
John F. Dravo,	Pittsburgh.
James M. Schoonmaker,	Pittsburgh.
Jacob Painter,	Pittsburgh.
David Hostetter,	Allegheny City, Pa.
Joshua Rhodes,	Allegheny City, Pa.
John Reeves,	Beaver Falls, Pa.
J. H. Devereux,	Cleveland, Ohio.
John Newell,	Cleveland, Ohio.
James M. Bailey,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock, amount subscribed,	2,000,000	00
Capital stock, total amount now paid in,	1,583,787	00
Capital stock, number of shares issued,	30,587	
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1928, bear interest at six per cent., which is payable semi-annually,) amount,	\$2,000,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$751,550	35
The amount now of floating debt,	751,550	35
Total amount now of floating and funded debt,	\$2,751,550	35

COST.

Total cost of entire road to date,	\$3,814,054	27
Average of same per mile of road laid,	54,215	42
Proportion of same for Pennsylvania,	3,318,227	21
Total cost of entire equipment,	529,990	96
Average cost of equipment per mile of road operated by company,	7,533	63
Proportion of same for Pennsylvania,	461,092	14
Cost of road and equipment per mile,	62,057	79
Proportion of same for Pennsylvania,	3,779,319	35

CHARACTERISTICS OF ROAD.

Main Line.	MILES.		
	Whole Length.	Length in Penn'a.	
Length of main line, from Pittsburgh, Pa., to Youngstown, Ohio,	68	58.8	
Length of single main track,	68	58.8	
Branches.			
New Castle branch, from New Castle {	Length of branch, . .	2.35	2.35
Junction to New Castle, Pa., . . . }	Length of single track,	2.35	2.35
Aggregate length of main line and branches,	70.85	61.15	
Aggregate length of sidings, and other track not above enumerated,	13.8	11.8	
Aggregate length of main line, branches, leased roads, sidings, and other track,	83.65	72.45	

Gauge.

What is the guage of your lines? 4 feet 8 $\frac{3}{4}$ inches.

Track.

Miles of steel rail in use, 83.65
Weight of rail per yard, steel, 60 pounds.

What is the relative durability, practicability of use, and value, as used on your road? This has not been determined, as the road has been in operation only one year.

Bridges and Trestles.

LOCATION.	KIND.	WHETHER WOOD, STONE OR IRON.	LENGTH IN FEET.	WHEN COMPLETED.
New Castle, . .	Thro' bridge,	Iron,	115	Erected in 1879.
Pittsburgh, . .	Pile trestle,	Wood,	5,250	Erected in 1879.

Number of bridges and trestles on whole line, including those erected in 1879, 32
Wooden bridges, number of, 3; aggregate length, . . . 160 feet.
Iron trestles, number of, 9; aggregate length, . . . 4,156 feet.
Iron bridges, number of, 18; aggregate length, . . . 3,200 feet.
Wooden trestles, number of, 1; aggregate length, . . . 300 feet.
Pile trestles, 1; aggregate length, 20,062 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Erie and Pittsburgh railroad, at Mahonington; Pittsburgh, Fort Wayne and Chicago railroad, at Beaver Falls; Cleveland and Pittsburgh railroad, at Beaver; Pittsburgh, Cincinnati and St. Louis railroad, at Pittsburgh.

Number of crossings of highways, at grade, in this Commonwealth,	40
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	28
Number of crossings at which there are neither gates nor flagmen,	40

Stations.

Number of stations on main road : Passenger, 42 ; freight, 44.	
Number of stations on branches : Passenger, 2 ; freight 2.	
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$307,711 90

How is track laid, and on what foundation? With broken joints and double angle joint fastenings laid on oak ties, eighteen to a thirty feet rail, with seven inches gravel ballast underneath.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	19	\$9,238	00
Number of locomotives of more than 20 tons weight, purchased second hand,	3		
Number of first-class passenger cars,	14	4,326	77
Number of baggage, mail, and express cars,	1		
Number of freight cars, house cars,	300	511	13
Number of coal cars,	388	331	53
Number of caboose cars,	7	399	24

What kind of train brake is in use on your road? Westinghouse automatic air brake.

Average number of cars in passenger trains, including baggage cars,	2½
Average number of cars in freight trains,	19
Average weight of passenger trains, including locomotive and tender, in working order,	91 tons.
Average weight of freight trains, including locomotive and tender, in working order,	350 tons.

Employees.

Average number of persons regularly employed by company, including officials,	489
Same in Pennsylvania,	439

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	162,063
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Number of miles run by freight trains,	147,452
Number of tons of 2,000 pounds of through freight for the year on main road,	270,243
Number of tons of freight carried one mile,	21,109,615
Number of tons of freight carried one mile in Pennsylvania,	18,259,817
Gross amount of tonnage for the year, (2,000 pounds per ton,)	371,461
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	57,103	Agricultural products,	6,353
Petroleum and other oils,	867	Merchandise and manufactures,	17,155
Pig iron,	21,195	Live stock,	959
Railroad iron,	5,376	Lumber,	9,749
Other iron or castings,	55,865	Other articles,	35,168
Iron and other ores,	122,144		
Stone and lime,	39,527		<u>371,461</u>

Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.
For second-class through passengers,	2½ cents.

Average rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and coal, per ton per mile,	1.07 cents.
For local freight and coal, per ton per mile,	1.68 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,						
February, 1879,			\$615	37	\$615	37
March, 1879,	\$28	51	3,398	60	3,427	11
April, 1879,	203	12	4,188	90	4,392	03
May, 1879,	888	06	6,878	05	7,766	11
June, 1879,	1,478	65	6,928	30	8,406	95
July, 1879,	1,299	46	8,539	45	9,838	91
August, 1879,	2,890	44	7,657	50	10,547	94
September, 1879,	3,584	33	9,574	85	13,159	18
October, 1879,	2,326	38	8,512	30	10,838	68
November, 1879,	890	70	4,962	70	5,853	40
December, 1879,	1,597	58	7,942	75	9,540	33
Total,	\$15,187	23	69,198	77	\$84,386	00

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,						
February, 1879,	\$5,152	36	\$414	02	\$5,566	38
March, 1879,	11,235	79	1,886	47	13,122	26
April, 1879,	12,970	54	3,872	95	16,843	49
May, 1879,	14,894	65	5,365	18	20,259	78
June, 1879,	14,853	86	4,544	89	19,398	75
July, 1879,	16,329	07	4,672	76	21,001	83
August, 1879,	16,272	40	6,507	48	22,779	88
September, 1879,	17,455	19	7,838	38	25,293	57
October, 1879,	23,080	97	9,604	50	32,685	47
November, 1879,	23,068	40	8,657	28	31,720	66
December, 1879,	23,412	28	12,670	06	36,082	34
Total,	\$178,720	51	\$66,033	90	\$244,754	41

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,								
February, 1879,					\$7	84	\$7	84
March, 1879,	\$325	00			25	54	350	54
April, 1879,	650	00			21	59	671	59
May, 1879,	675	00			29	40	704	40
June, 1879,	625	00			37	33	662	33
July, 1879,	675	00			35	07	710	07
August, 1879,	600	00			39	80	639	80
September, 1879,	650	00			46	26	696	26
October, 1879,	675	00			47	23	722	23
November, 1879,	625	00			43	45	668	45
December, 1879,	675	00					675	00
Total,	\$6,175	00			\$333	51	6,508	51

Total passenger earnings for the year,	\$84,386	00
Total freight earnings for the year,	244,754	41
Total earnings from all other sources,	6,508	51
Total earnings for the year,	\$335,648	92
Total receipts from all sources on whole length of line,	\$335,648	92
Proportion of earnings for Pennsylvania to earnings of whole line,	292,014	56

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$39,617	28
Repairs of buildings and fixtures,	1,173	59
Repairs of fences,	38	80
All other expenses for maintenance of way,	5,439	70
Total for maintenance of way,	\$46,269	37
Cost per mile of road kept in repair,	\$657	70
Proportion for Pennsylvania,	40,254	35

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$5,517	80
Repairs of machinery,	416	02
Repairs of passenger cars,	998	88
Repairs of freight cars,	5,042	64
All other expenses for maintenance of motive power and cars,	27,905	84
Total for maintenance of motive power and cars,	\$39,881	18
Cost per mile of road operated,	\$566	89
Proportion for Pennsylvania,	34,696	63

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$17,984	66
Salaries, wages, and incidentals chargeable to freight department, . .	31,972	73
Fuel—number of tons of coal, 5,961 ¹ / ₂ , cost, \$1 25,	7,451	74
Oil and waste,	2,534	22
Damages for injuries to persons,	406	96
Damages for cattle killed or injured,	253	50
Damage for loss of goods and baggage,	186	43
Damages to property,	948	29
Taxes,	3,227	89
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	26,613	78
Total miscellaneous,	\$91,575	22
Amount per mile of road operated,	\$1,301	70
Proportion for Pennsylvania,	79,670	45
Total expenditures for operating the road,	177,725	77
Expenses per mile of the road operated,	2,526	30
Proportion for Pennsylvania,	154,621	41

EARNINGS.

Passenger transportation, local, \$69,198 77	} Total,	\$84,386	00
Passenger transportation, through, 15,187 23			
Freight transportation, local, 66,033 90	} Total,	244,754	41
Freight transportation, through, 178,720 51			
Express service,		6,175	00
All other sources of income,		333	51
Total,		\$335,648	92
Operating Expenses.			
Maintenance of way and buildings, \$46,269 87			
Maintenance of motive power and cars, 39,881 18			
Miscellaneous, 91,575 22			
Total operating expenses, being 52 ² / ₁₀ per cent. of earnings,		177,725	77
Net earnings,		\$157,923	15
Earnings per mile of road operated,		\$4,771	12
Expenses per mile of road operated,		2,526	30
Net earnings,		\$2,244	82

GENERAL BALANCE ACCOUNT.

DR.		
Construction,	\$3,214,564	09
Equipment,	529,990	96
Right of way,	291,778	28
Real estate,	307,711	90
Cash,	14,446	89
	\$4,358,492	12
CR.		
Capital stock, (paid up,)	\$1,563,787	00
First mortgage bonds,	2,000,000	00
Floating debt,	751,550	85
Surplus,	23,154	77
	\$4,358,492	12

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c. ? Union Express Company. Twenty-five dollars (\$25) per day.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? The usual express business. Freights are taken at the depot.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c. ? Red Line Transit Company ; Hoosac Tunnel Line ; White Line Transit Company : Merchants' Dispatch Transfer Company. On the same terms and conditions as given railroad companies.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They use their own cars, and ours when necessary. No preferences.

What running arrangements have you with other railroad companies ? What are the details of the contract? We have regular arrangements with the Atlantic and Great Western Railway Company and Lake Shore and Michigan Southern Railway Company, which simply give this company's business the same facilities on those lines as are given their own business.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Employés,	1	2	. . . . .	. . . . .	1	2
Others, . . . . .	. . . . .	. . . . .	2	. . . . .	2	. . . . .
Total,	1	2	2	. . . . .	3	2

Statement of each Accident.

August 7, 1879. Thomas Ramsey, an old gentleman, walking on bridge at Brady's run, killed by approaching train.

April 21. Peter Clear, youth, riding on train while switching, at Beaver Falls, fell off; instantly killed.

October 21. Freight train, No. 15, ran over a cow, at Bridgewater station; engine and six cars thrown over embankment; H. C. Knorr, engineer, George Fulton, fireman, painfully injured; J. L. Lemon, brakeman, instantly killed.

May 16. John White, road laborer, fell from hand car, and had right arm broken. He went to work again for the company in four weeks.

August 12. J. F. Davidson, freight conductor, lost two fingers while coupling cars. Resumed work for company in one month.

Several minor accidents sustained by employés, not so serious as to incapacitate them for active duty, not enumerated.

October 6. Jerome McNally, messenger, killed by falling through trestle. An employé of company, but was not on duty at the time of meeting with the accident.

STATE OF PENNSYLVANIA, } ss:
County of Allegheny, }

Personally appeared before me, James I. Bennett, president, and John G. Robinson, treasurer, of the Pittsburgh and Lake Erie Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES I. BENNETT, *President.*
JOHN G. ROBINSON, *Treasurer.*

Sworn and subscribed before me this 20th day of March, A. D. 1880.
WILLIAM LITTLE, *Notary Public.*

REPORT

OF THE

Pennsylvania and Western Railroad Company, for the
year ending December 31, 1879.

OFFICERS.	
Names.	Residences.
William Johnston, President,	Charlotte, N. C.
Frederick Stromeyer, Secretary,	172 Broadway, New York.
Cornelius Kiel, junior, Treasurer,	74 Fulton street, New York.
George L. Crawford, General Solicitor,	210 Washington square, Philadelphia.
Samuel Brugger, Chief Engineer,	Unionville, Centre county, Pa.
J. A. Irwin, General Manager,	333 Chestnut street, Philadelphia.
John F. Blandy, Assistant Engineer,	Norristown, Pa.
William P. MacManus, Assistant Engineer,	Bellefonte, Pa.
Walter Shanly, Consulting Engineer,	Montreal Canada.

Names of Directors.	Residences.
William Johnson,	Charlotte, N. Y.
Cornelius Kiel,	Hoboken, N. J.
D. Krumschide,	Hoboken, N. J.
Edward Moll,	Hoboken, N. J.
Frederick Stromeyer,	New York city.
Hermann Sudhaus,	Hoboken, N. J.
Arthur Kiel,	Hoboken, N. J.
R. Carman Comlies,	New York city.

CAPITAL STOCK.		
Capital stock authorized by law,	Unlimited.	
Capital stock authorized by votes of company,	\$12,000,000	00
Capital stock, par value of each share,	50	00

Hon. A. K. DUNKEL, *Secretary of Internal Affairs of State of Pennsylvania, Harrisburg, Pa :*

DEAR SIR : Our road, as yet, is not far enough advanced to be of much help to the revenue of Pennsylvania. Some little work has been done on Beach creek, in Centre county, to keep within the requirements of law. The surveys are about being pushed with vigor, looking to the early construction of the entire route. We shall be pleased to give you, from time to time, such information respecting it as may be desired.

Very respectfully yours, &c.,
FREDERICK STROMEYER,
Secretary.

NOTE.—This being the case, it is deemed unnecessary to have Mr. Johnston, the President, called from North Carolina to join in the certification of this report.

STATE OF NEW YORK, }
County of New York, } ss :

Personally appeared before me, Cornelius Kiel, junior, treasurer of the Pennsylvania and Western Railroad Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,) CORNELIUS KIEL, junior, *Treasurer.*

Sworn and subscribed before me, this 20th day of March, A. D. 1880.

FRANCIS DOMINICK,
Notary Public, New York county.

REPORT

OF THE

*Pittsburgh Southern Railway Company, for the year
ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James H. Hopkins, President,	Pittsburgh, Pa.
John L. George, Secretary,	Mongahela City, Pa.
W. N. Riddle, Treasurer,	Pittsburgh, Pa.
James Ramsey, junior, Chief Engineer,	Pittsburgh, Pa.
James Ramsey, junior, General Superintendent,	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James H. Hopkins,	Pittsburgh, Pa.
Joshua Wright,	Washington, Pa.
J. W. Kuntz,	Washington, Pa.
Robert Arthurs,	Pittsburgh, Pa.
Samuel George, junior,	Pittsburgh, Pa.
John P. Beal,	Pittsburgh, Pa.
I. W. Rowland,	Emlenton, Pa.

CAPITAL STOCK.

Capital stock authorized by law, \$300,000 00
Road was purchased at sheriff sale, and the purchasers, who were creditors of the old company, organized a new company under act of Assembly, providing therefor and fixed the total amount of capital stock at \$300,000.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Pittsburgh to Washington, Pa., .	36½	36½
Length of single main track,	36½	36½
Branches.		
Harding coal branch, from Coal junction to Harding coal works, length of single track,	2	2
Aggregate length of main line and branches,	38½	38½
Aggregate length of sidings and other track not above enumerated,	1½	1½
Aggregate length of main line, branches, leased roads, sidings, and other track,	39½	39½

Gauge.

What is the gauge of your lines ? 8 feet.

Track.

Miles of iron rail in use, 39¾
Weight of rail per yard, iron, 30, 35, and 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 25
Wooden trestles, number of, 25 ; aggregate length, . . . 6,520 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth, 28
Number of crossings of highways over railroad, 5
Number of crossings of highways under railroad, 6

What regulations govern your employes in regard to these crossings?
Sounding alarm whistle, ringing engine bell, and running with care.

Stations.

Number of stations on main road, passenger and freight, 28
Number of engine-houses and shops in Pennsylvania, 1
Number of wood and water stations on main road, 5

How is track laid, and on what foundation ? Sub-grade partially ballasted with broken stone.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight,	1	\$5,000	00
Number of locomotives of more than 10 tons weight,	2	4,500	00
Number of first-class passenger cars,	4	2,000	00
Number of baggage, mail, and express cars,	2	500	00
Number of freight cars: House cars, 11; trucks, 21; total, . .	32	150	00
Number of coal, ore, and stone cars,	12	150	00

What kind of train brake is in use on your road? On engines, coaches, baggage, and house cars, Eames vacuum air brake; trucks and coal cars, hand-brakes.

Average number of cars in passenger trains, including baggage cars,	3 and 4
Average number of cars in freight trains,	5 and 6
Average weight of passenger trains, including locomotive and tender, in working order,	50 tons.
Average weight of freight trains, including locomotive and tender, in working order,	80 tons.

Employees.

Average number of persons regularly employed by company, including officials, about,	100
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DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of tons of 2,000 pounds of through freight for the year on main road,	3,367
Gross amount of tonnage for the year, (2,000 pounds per ton,)	14,277
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) about,	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,) about,	12

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	9,161	Merchandise and manufactures, . .	3,903
Agricultural products,	620	Lumber,	593

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
April 24, 1879,			\$187 15
May, 1879,			1,211 25
June, 1879,			1,363 18
July, 1879,			1,877 76
August, 1879,			2,915 48
September, 1879,			2,317 38
October, 1879,			2,914 36
November, 1879,			1,381 69
December, 1879,			1,437 81
Total,			\$15,606 06

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
April 24, 1879,	\$224	87
May, 1879,	751	10
June, 1879,	937	86
July, 1879,	1,102	25
August, 1879,	1,190	98
September, 1879,	1,818	86
October, 1879,	2,412	27
November, 1879,	1,856	25
December 1879,	1,630	97
Total,	\$11,925	41
Total passenger earnings for the year, from April 24,					\$15,606	06
Total freight earnings for the year,					11,925	41
Total earnings from all other sources,					40	53
Total earnings for the year,					\$27,572	00
Total receipts from all sources on whole length of line,					\$27,572	00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$10,629	54
Land or land damages,	1,177	90
Engine-houses, car sheds, wood and coal sheds, and water tanks,	482	70
New locomotives,	5,424	34
New mail and baggage cars,	550	00
New freight cars,	2,593	38
New machine shops, machinery, and tools,	79	00
Any other expenditures chargeable to this account,	858	50
Total,	\$21,795	36

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,435	60
Repairs of trestles,	520	00
All other expenses for maintenance of way,	353	32
Total for maintainance of way,	\$6,308	92
Cost per mile of road kept in repair,	\$158	71

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,113	27
Repairs of machinery,	92	00
Repairs of passenger, baggage, and mail cars,	723	90
Repairs of freight cars,	961	95
Total for maintenance of motive power and cars,	\$3,891	12
Cost per mile of road operated,	\$97	89

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$6,013	14
Salaries, wages, and incidentals chargeable to freight department, . .	7,919	22
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	429	30
Fuel—coal,	1,032	77
Oil and waste,	287	59
Damages for loss of goods and baggage,	153	44
Amount paid other corporations, L. S. M. R. R.,	3,411	96
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	2,679	10
Total miscellaneous,	\$21,926	52
Amount per mile of road operated,	551	61
Total expenditures for operating the road,	32,126	56
Total charged to road and equipment,	21,795	36
Expenses per mile of the road operated,	808	21.5
Expenses per mile of single track operated, not including sidings, . .	834	45
Expenses per train mile,	880	18

EARNINGS.

Passenger transportation, local,	\$8,932 58	} Total,	\$15,606	06
Passenger transportation, through,	6,673 48			
Freight transportation, local,	6,575 36	} Total,	11,925	41
Freight transportation, through,	5,350 05			
All other sources of income,			40	53
Total,			\$27,572	00
Operating Expenses.				
Maintenance of way and buildings,	\$6,308 92			
Maintenance of motive power and cars,	3,891 12			
Miscellaneous,	21,926 52		32,126	66
Deficit,			\$4,554	66
Earnings per mile of road operated,			\$716	15.5
Expenses per mile of road operated,			834	45
Deficit,			\$118	29.5

GENERAL BALANCE SHEET, JANUARY 1, 1890.

DR.			
Construction—Permanent improvements,	\$13,188	67	
Equipment—Rolling stock and engines,	8,606	69	
Amounts due from agents and corporations,	4,276	70	
Material—Iron on hand,	\$4,653 97		
Supplies,	174 26		
	4,828	23	
	\$30,900	29	
CR.			
Amount due individuals and corporations,	\$14,455	04	
Amount of unfunded debt,	16,445	25	
	\$30,900	29	

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Baltimore and Ohio; special rate per one hundred pounds, in railway company cars.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? At depot; general express business.

TRANSPORTATION COMPANIES.

What running arrangements have you with other railroad companies? What are the details of the contract? Pay rental to Little Saw-Mill Run railroad for running two and eighth tenth miles over their track.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, James H. Hopkins, president, of the Pittsburgh Southern Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) JAMES H. HOPKINS, *President.*

Subscribed and sworn to before me this 17th day of April, A. D. 1880.
B. McKENNA, *Alderman.*

REPORT

OF THE

Reading and Columbia Railroad Company, for the year ending November 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading, Pa.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
Alexander M. Wilson, Superintendent,	Columbia, Pa.
General office at 227 South Fourth street, Philadelphia.	

*Names of Directors.**Residences.*

H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
Henry Lewis,	Philadelphia.
I. V. Williamson,	Philadelphia.
Frederick Lauer,	Reading, Pa.
Thomas Bomgardner,	Lancaster, Pa.
Samuel Small,	York, Pa.
Francis W. Christ,	Litiz, Pa.
Philip Arndt,	Manheim, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$1,050,000	00
Capital stock, amount subscribed,		961,500	00
Capital stock paid in by last report,		958,268	09
Capital stock, total amount now paid in,		958,268	09
Capital stock, number of shares issued, full paid,	19,144		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due March 1, 1882, bear interest at seven per cent., which is payable March and September,) amount,		\$650,000	00
Second mortgage bonds, (due June 1, 1884, bear interest at seven per cent., which is payable June and December,) amount,		350,000	00
Debenture bonds, (due December 1, 1917, bear interest at six per cent., which is payable June and December,) amount,		1,000,000	00
Bonds and mortgages real estate,		4,166	67
Total amount now of funded debt,		\$2,004,166	67
Funded debt as per last report,	\$2,004,166 67		

COST.

Total cost of entire road to date,*	\$2,104,084	51
Average of same per mile of road laid, 48 miles,	43,835	09
Average of same per mile of track laid, 60.41 miles,	34,834	93
Total cost of entire equipment,	245,241	18
Average cost of equipment per mile of road operated by company, 63½ miles,	3,877	33
Average cost of equipment per mile of road owned by company, 48 miles,	5,109	19
Cost of road and equipment per mile,	48,944	28

* This amount does not include the cost of the leased road, (the Quarryville branch.)
We have no knowledge whatever of its cost.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Columbia to Sinking Spring,	40	
Length of single main track,	40	
Branches.		
Lancaster branch, from Lancaster junction to Lancaster,	Length of branch, 8	
	Length of single track, 8	
Lebanon branch,	Length of branch, 1.6	
	Length of single track, 1.6	
Haldeman's branch,	Length of branch, .84	
	Length of single track, .84	
Cabeen's branch,	Length of branch, 1.88	
	Length of single track, 1.88	
Leased Roads.		
Quarryville branch, from Lancaster to Quarryville,	Length of road, 15.25	
	Length of single track, 15.25	
Aggregate length of main line and branches,	51.77	
Aggregate length of leased roads,	15.25	
Aggregate length of sidings and other track not above enumerated,	9.80	
Aggregate length of main line, branches, leased roads, sidings, and other track,	76.82	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 76.82

Weight of rail per yard, iron, 56 & 68 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 90

Wooden bridges, number of, 72; aggregate length, . . . 2,580 feet.

Stone bridges, number of, 2; aggregate length, 44 feet.

Iron bridges, number of, 5; aggregate length, 174½ feet.

Wooden trestles, number of, 11; aggregate length, . . . 2,380 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania railroad, at Columbia; Pennsylvania railroad, at Landisville; Columbia and Port Deposit railroad, at Columbia.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pennsylvania railroad, at Lancaster, (under grade.)

Stations.

Number of stations on main road: Passenger and freight, 20

Number of stations on branches: Passenger and freight, 4

Number of stations on leased roads : Passenger and freight,	11
Number of engine-houses and shops in Pennsylvania : En- gine-houses, 3 ; shops, 2 ; total number entire road,	5
Number of wood and water stations on main road : Water, 5 ; wood, 2 ; total,	7
Number of wood and water stations on branches : Water, 2 ; wood, 1 ; total,	3
Number of wood and water stations on leased roads : Water, 2 ; wood, 1 ; total,	3
Value of real estate held by the company, exclusive of roadway,	\$62,556 22
How is track laid, and on what foundation? Cross-ties; cinder, stone, and gravel ballast.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	6	\$19,200	00
Number of locomotives of more than 20 tons weight,	4	19,750	00
Number of first-class passenger cars,	7	4,400	00
Number of baggage, mail, and express cars,	1	2,500	00
Number of freight cars,	31	822	00
Number of roadway dumps,	12	175	00
Number of roadway tool cars,	1	250	00
Number of caboose cars,	4	325	00

Average number of cars in passenger trains, including bag- gage cars,	3
Average number of cars in freight trains, loaded,	26
Average weight of passenger trains, including locomotive and tender, in working order,	100 tons.
Average weight of freight trains, including locomotive and tender, in working order,	600 tons.

Employees.

Average number of persons regularly employed by com- pany, including officials,	130
Same in Pennsylvania,	130

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	142,999
Number of miles run by freight trains, coal, and ballast trains,	164,723
Number of through passengers for the year on main road,	69,446
Number of passengers (all classes) carried in cars,	200,130
Number of passengers carried one mile,	2,986,193
Number of tons of freight carried one mile,	9,859,015

Gross amount of tonnage for the year, (2,000 pounds per ton,)	349,361
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	13

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1878,	16,376	July, 1879,	20,691
January, 1879,	12,280	August, 1879,	23,468
February, 1879,	11,289	September, 1879,	18,158
March, 1879,	17,155	October, 1879,	14,536
April, 1879,	17,396	November, 1879,	14,655
May, 1879,	17,368		
June, 1879,	16,758	Total,	200,130

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	206,032
Merchandise and manufactures,	143,329
Total,	349,361

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3¼ cents.

Rate per Ton (of 2,000 pounds) per Mile received for Freight.

For through freight, per ton per mile,	3.78 cents.
For through coal,	1.33 cents.

MONTHLY EARNINGS FOR THE YEAR.

From all Sources.

MONTHS.	Passengers.		Freight.		Mails.		Total.	
December, 1878,	\$5,492	92	\$8,031	13	\$243	32	\$13,767	37
January, 1879,	4,439	46	11,813	68	243	32	16,496	46
February, 1879,	4,279	64	11,297	21	243	32	15,820	17
March, 1879,	6,021	53	14,003	97	250	48	20,275	98
April, 1879,	6,190	17	19,437	80	243	32	25,871	29
May, 1879,	7,366	09	18,064	18	243	32	25,673	59
June, 1879,	6,293	15	15,058	50	243	32	21,594	97
July, 1879,	6,641	21	17,376	59	243	32	24,261	12
August, 1879,	7,457	27	13,971	35	243	32	21,671	94
September, 1879,	6,383	28	19,531	82	243	32	26,158	42
October, 1879,	5,968	75	28,933	64	243	32	35,145	71
November, 1879,	5,955	81	21,908	28	243	32	28,107	41
Total,	\$72,489	28	\$199,428	15	\$2,927	00	\$274,844	48

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$1,135 10
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EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$31,543	61
New iron rails, (less for old rails sold,) number of tons, 324½,	4,996	46
Repairs of bridges,	2,002	23
Repairs of buildings and fixtures,	2,506	16
Repairs of fences,	28	49
All other expenses for maintenance of way,	5,312	05
Total for maintenance of way,	\$46,389	00
Cost per mile of road kept in repair, 63½ miles,	\$733	42
Cost per mile of track kept in repair, 76.82 miles,	603	87

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives and tenders,	\$11,112	30
Repairs of machinery and tools,	194	03
Repairs of passenger, baggage, and mail cars,	291	45
Repairs of freight cars,	189	02
All other expenses for maintenance of motive power and cars,	1,030	07
Total for maintenance of motive power and cars,	\$12,816	87
Cost per mile of road operated, 63½ miles,	202	64

Miscellaneous

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$63,163	34
Wages of switchmen, signal-men, gate-keepers, and watchmen,	1,747	25
Fuel—number of cords of wood, 448; cost,	558	68
Fuel—number of tons of coal, 10,376½; cost, including freight,	31,685	54
Oil, waste, and tallow,	2,321	51
Damages for injuries to persons, (medical attendance,)	16	00
Taxes, real estate,	291	98
Taxes, State,	2,485	98
Insurance,	105	50
Telegraph expenses,	3,583	59
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	9,532	67
Total miscellaneous,	\$115,491	99
Amount per mile of road operated, 63½ miles,	\$1,825	96
Total expenditures for operating the road,	174,697	86
Total charged to road and equipment,	1,135	10
Expenditures per mile of the road operated, 63½ miles,	2,779	97

EARNINGS.

Passenger transportation, local and through,	\$72,489	28
Freight transportation, local and through,	199,428	15
Mail service,	2,927	00
Total,	\$274,844	43
Operating Expenses.		
Maintenance of way and buildings,	\$46,389 00	
Maintenance of motive power and cars,	12,816 87	
Miscellaneous,	115,491 99	
Total operating expenses, being 68 $\frac{1}{10}$ % per cent of earnings, . . .	174,697	86
Net earnings,	\$100,146	57
Earnings per mile of road operated, 63 $\frac{1}{2}$ miles,	\$4,845	37
Expenses per mile of road operated, 63 $\frac{1}{2}$ miles,	2,762	02
Net earnings,	1,583	35

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Philadelphia and Reading Railroad Company's express receipts are pro-rated in proportion to number of miles carried. Our company supplies the agents and agencies on our own line.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Amount received during the year, \$2,927.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$958,268 09

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employees,		1				1
Others,			1	2	1	2
Total,					1	3

Statement of each Accident.

February 4, 1879. Michael Webb, brakeman; at Sinking Spring, while sitting on car, with legs crossed; motion of train threw him forward, fracturing his leg.

June 11. John Ruth, while attempting to cross track, at Reamstown station; was struck by engine, the truck passing over him, fatally injured. Died same day.

July 17. Primus P. Patterson, a colored man; while attempting to steal a ride on freight train, at Union station, was seated with his legs extended from one bumper to the other, concussion of cars broke his leg.

October 27. Harry Gerhart, a boy; in attempting to jump from moving train, at Lancaster, by striking a fence, was thrown under train, left arm crushed. Amputated below elbow.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the Reading and Columbia Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

R E P O R T

OF THE

Salisbury Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William S. Bissell, President,	Pittsburgh, Pa.
John B. Jackson, Secretary and Treasurer,	Pittsburgh, Pa.
A. H. Coffroth, General Solicitor,	Somerset, Pa.
R. J. Balzer, General Superintendent,	Meyersdale, Pa.

General offices at 235 Liberty street, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John Anspach,	Philadelphia, Pa.
William S. Bissell,	Pittsburgh, Pa.
Frank S. Bissell,	Pittsburgh, Pa.
William Baldwin,	Connellsville, Pa.
A. H. Coffroth,	Somerset, Pa.
E. K. Hyndman,	Connellsville, Pa.
John B. Jackson,	Pittsburgh, Pa.
Daniel Kaine,	Uniontown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock, amount subscribed,	104,250	00
Capital stock paid in by last report,	104,250	00
Capital stock, total amount now paid in,	104,250	00
Capital stock, number of shares issued,	2,083	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt		
First mortgage bonds, (due 1898, bear interest at seven per cent., which is payable January and July,) amount,	\$150,000	00
Total amount now of funded debt,	\$150,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,296	71
Debt incurred for any other purpose, and for what: Interest past due, \$8,694 66; salaries, \$435,	9,129	66
The amount now of floating debt,	10,899	37
Total amount now of floating and funded debt,	\$160,399	37
Funded debt as per last report,	\$144,000	00
Floating debt, as per last report,	316	08
Total cash realized from capital stock and debt,	\$128	26

COST.

Total cost of entire road to date,	\$218,360	76
Average of same per mile of road laid,	19,588	92
Proportion of same for Pennsylvania,	19,588	92
Total cost of entire equipment,	10,516	12
Average cost of equipment per mile of road operated by company,	948	15
Proportion of same for Pennsylvania,	948	15
Cost of road and equipment per mile,	20,527	07
Proportion of same for Pennsylvania,	20,527	07

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Salisbury Junction to West Salisbury,	8.67	8.67
Length of single main track,	8.67	8.67
Branches.		
West Salisbury branch, from West Salisbury to a coal mine,	Length of single track,	.80
Grassy Run branch, from mouth of Grassy run to a coal mine,		
Aggregate length of main line and branches,	10.75	10.75
Aggregate length of sidings and other track not above enumerated, . . . . .	.40	.40
Aggregate length of main line, branches, leased roads, sidings, and other track,	11.15	11.15

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 9.87
Weight of rail per yard, iron, 48 and 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4
Wooden bridges, number of, 4; aggregate length, 397½ feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Keystone Coal and Manufacturing Company's narrow gauge railroad, at Keystone.

Stations.

Number of stations on main road, passenger, 8
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 2
Value of real estate held by the company, exclusive of roadway, \$575 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, 575 00
How is track laid, and on what foundation? Stone ballast and cross-ties.

Equipment.

Number of locomotives of more than 30 tons weight, 1;
cost, \$8,000

Average number of cars in passenger trains, including baggage cars, combination car,	1
Average number of cars in freight trains, coal cars, . . .	15
Average weight of freight trains, including locomotive and tender, in working order,	300 tons.

Employees.

Average number of persons regularly employed by company, including officials,	16
Same in Pennsylvania,	16

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger and freight trains, . .	16,099
Number of miles run by coal trains,	15,900
Number of through passengers for the year on main road,	515
Number of passengers (all classes) carried in cars,	7,454
Number of passengers carried one mile,	32,585
Number of passengers carried one mile in Pennsylvania,	32,585
Number of tons of 2,000 pounds of through freight for the year on main road,	517
Number of tons of freight carried one mile,	6,082
Number of tons of freight carried one mile in Pennsylvania,	6,082
Gross amount of tonnage for the year, (2,000 pounds per ton,)	91,562
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878,	616	June, 1879,	452
December, 1878,	658	July, 1879,	477
January, 1879,	479	August, 1879,	631
February, 1879,	470	September, 1879,	608
March, 1879,	659	October, 1879,	699
April, 1879,	590	November, 1879,	692
May, 1879,	551	December, 1879,	1,146

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	90,806.08
All other freight carried in small quantities; no weight for items returned.	

Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	4½ cents.
For first-class way passengers,	Pro rata.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	5.7 cents.
For through coal, per ton per mile,	1.16 cents.
For local freight, per ton per mile,	23.25 cents.
For local coal, per ton per mile,	10 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1878,	\$136	65
December, 1878,	128	65
January, 1879,	92	25
February, 1879,	89	30
March, 1879,	159	25
April, 1879,	130	75
May, 1879,	108	75
June, 1879,	94	45
July, 1879,	94	55
August, 1879,	129	40
September, 1879,	130	85
October, 1879,	136	90
November, 1879,	149	25
December, 1879,	218	10
Total,	\$1,799	10

From Transportation of Freight.

MONTHS.	Coal.		Local.		Total.	
November, 1878,	\$568	82	\$50	11	\$618	93
December, 1878,	512	87	47	53	560	40
January, 1879,	486	32	32	81	519	13
February, 1879,	439	05	20	84	459	89
March, 1879,	511	35	80	00	591	35
April, 1879,	479	27	103	55	582	82
May, 1879,	414	75	83	56	498	31
June, 1879,	402	97	86	65	489	62
July, 1879,	429	16	80	74	509	90
August, 1879,	548	28	68	26	616	54
September, 1879,	1,743	07	99	65	1,842	72
October, 1879,	1,392	79	125	85	1,518	64
November, 1879,	1,170	80	140	86	1,311	66
December, 1879,	1,063	66	81	02	1,144	68
Total,	\$10,163	16	\$1,101	43	\$11,264	59

From all other Sources.

MONTHS.	Mails.		Express.*		Miscellaneous.	Total.
November, 1878,
December, 1878,
January, 1879,	\$1	20	.	.
February, 1879,	1	70	.	.
March, 1879,	4	14	.	.
April, 1879,	8	80	.	.
May, 1879,	10	87	.	.
June, 1879,
July, 1879,
August, 1879,
September, 1879,	\$112	97	.	.	.	.
October, 1879,
November, 1879,
December, 1879,	79	41	.	.	.	.
Total,	\$192	88	\$26	21	.	.

Total passenger earnings for the year,	\$1,533	80
Total freight earnings for the year,	10,085	26
Total earnings from all other sources,	218	59
Total earnings for the year,	\$11,837	65
Total receipts from all sources on whole length of line,	\$11,837	65
Proportion of earnings in Pennsylvania to earnings of whole line,	11,837	65

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$11,447	50
Passenger and freight houses,	130	95
Engine-houses, car-sheds, wood and coal-sheds, and water-tanks,	64	16
New machine shops, machinery, and tools,	19	25
Total,	\$11,661	86
Proportion for Pennsylvania,	\$11,661	86

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,321	74
Total for maintenance of way,	\$1,321	74

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$734	48
All other expenses for maintenance of motive power and cars, wages, &c.,	2,307	49
Total for maintenance of motive power and cars,	\$3,041	97
Cost per mile of road operated, (9.87,)	\$308	20
Proportion for Pennsylvania,	308	20

* After May express discontinued, and carried as local freight.

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$1,101	74
Fuel, number of tons of coal, 447 ¹² / ₁₀₀ ; cost,	336	20
Oil and waste,	164	35
Taxes,	84	08
Amount paid other corporations or individuals for use of all other cars,	347	36
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	1,121	05
Total miscellaneous,	\$3,154	78
Amount per mile of road operated,	\$319	58
Proportion for Pennsylvania,	319	58
Total expenditures for operating the road,	7,518	49
Total charged to road and equipment,	11,661	86
Expenses per mile of the road operated,	761	74
Expenses per mile of single track operated, not including sidings,	798	03

EARNINGS.

Passenger transportation, local and through,	\$1,533	80
Freight transportation, local,	\$1,003	79
Freight transportation, through, coal,	9,081	47
Mail service,	192	38
Express service,	26	21
Total,	\$11,837	65
Operating Expenses.		
Maintenance of way and buildings,	\$1,321	74
Maintenance of motive power and cars,	3,041	97
Miscellaneous,	3,154	78
Total operating expenses, being 63 ¹ / ₂ per cent. of earnings,	7,518	49
Net earnings,	\$4,319	16
Earnings per mile of road operated,	\$1,199	35
Expenses per mile of road operated,	761	74
Net earnings,	\$4,319	16

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No statement has been furnished as to terms, other than general laws. Compensation reported under head of "Mails."

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$104,250 00

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, William S. Bissell, president, and John B. Jackson, treasurer, of the Salisbury Railroad Company, who, being duly

sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

W. S. BISSELL, *President.*
JOHN B. JACKSON, *Treasurer.*

Sworn and subscribed before me this 26th day of January, A. D. 1880.

B. McKENNA, *Alderman.*

REPORT

OF THE

*Selinsgrove and North Branch Railroad Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
E. B. McCrum, President,	Selinsgrove, Pa.
Miles Wetzel, Secretary,	Selinsgrove, Pa.
William F. Eckbert, Treasurer,	Selinsgrove, Pa.
E. B. McCrum, Receiver,	Selinsgrove, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
E. B. McCrum,	Selinsgrove, Snyder county, Pa.
William F. Eckbert,	Selinsgrove, Snyder county, Pa.
W. H. Grimm,	Freeburg, Snyder county, Pa.
William Moyer,	Freeburg, Snyder county, Pa.
Jacob Winey,	Richfield, Juniata county, Pa.
J. Banks Wilson,	Oakland Mills, Juniata county, Pa.
Willis Gaylord,	New York city, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	101,710	00
Capital stock paid in by last report,	69,800	91
Capital stock, total amount now paid in,	70,074	91
Capital stock, number of shares issued,	861	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1891, bear interest at six per cent., which is payable January 1 and July 1,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$37,000	
The amount now of floating debt,	\$37,000	00
Total amount now of floating and funded debt,	\$137,000	00
Funded debt as per last report,	\$100,000	00
Floating debt as per last report,	37,000	00
Total cash realized from capital stock and debt,	70,074	91

COST.

Total cost of entire road to date, \$216,300 91

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Selinsgrove, Pa., to Port Treverton, Pa.,	7	7
Branches.		
Mifflintown branch, from Burn's Junction } Length of branch,	31	31
to Mifflintown,		
Aggregate length of main line and branches,	38	38

STATE OF PENNSYLVANIA, }
County of Snyder, } ss:

Personally appeared before me, E. B. McCrum, receiver of the Selinsgrove and North Branch Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,) E. B. McCRUM, Receiver.

Sworn and subscribed before me, this 14th day of February, A. D. 1880.
H. H. PINE, Notary Public.

REPORT

OF THE

Schuylkill Valley Navigation and Railroad Company,
for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
F. B. Gowen, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library street, Philadelphia.	

Names of Directors.	Residences.
A. E. Borie,	Philadelphia.
H. P. McKean,	Philadelphia.
John Ashhurst,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
George F. Tyler,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$576,050	00
Capital stock, amount subscribed,	576,050	00
Capital stock paid in by last report,	576,050	00
Capital stock, total amount now paid in,	576,050	00
Capital stock, number of shares issued,	11,521	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$576,840 96.
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CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Port Carbon to Reevesdale,	11	
Length of single main track,	5 ⁷ / ₁₆	
Length of double main track,	5 ³ / ₁₆	
Branches.		
Port Carbon branch, from Port Carbon, (valley of Schuylkill,) to Allison's shops,	Length of branch, . . . Length of single track, . . .	2 ³ / ₁₆ 2 ³ / ₁₆
Eagle Hill branch, from Eagle Hill to Five Points,		1 ³⁴ / ₁₆₀ 1 ³⁴ / ₁₆₀
Novelty branch, from Heebner's Cut to breaker,	Length of branch, . . . Length of single track, . . .	1 ¹ / ₁₆ 1 ¹ / ₁₆
Silver Creek branch, from New Philadelphia to Silver Creek,		2 ¹ / ₁₆ 2 ¹ / ₁₆

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Big Vein branch, from Middleport to colliery,	Length of branch, Length of single track,	1.47 1.45
Coal Hill branch, from Middleport to breaker,	Length of branch, Length of single track, . . . . .	.70 .70
Brockville branch, from Brockville station to Brockville,	Length of branch, Length of single track, . . . . .	.70 .70
Swift Creek branch, from above Brockville station to end of branch,	Length of branch, Length of single track,	1.26 1.26
Aggregate length of main line and branches,		18.57
Aggregate length of sidings and other track not above enumerated,		4.25
Aggregate length of main line, branches, leased roads, sidings, and other track,		22.82

This road is leased to the Philadelphia and Reading Railroad Company, from July 25, 1861, for nine hundred and ninety-nine years, at an annual rental of \$29,450.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail track in use, 23.12
Weight of rail per yard, steel, 60 to 68 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 26
Wooden bridges, number of, 3; aggregate length, 182½ feet.
Stone bridges, number of, 1; aggregate length, 43 feet.
Iron bridges, number of, 1; aggregate length, 54½ feet.
Wooden trestles, number of, 21; aggregate length, 630 feet.

Stations.

Number of stations on main road: Passenger, 8; freight, 4; total, 12
Number of wood and water stations on main road, 1

How is track laid, and on what foundation? Cross-ties, coal-dirt and cinder ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$576,050 00
Rate and date of all cash dividends on stock of original and consolidated companies:
1879, January 18, 2½ per cent.
1879, January 15, 2½ per cent.
Number and per cent. of dividends: Two, of 2½ per cent., \$28,802 50

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Franklin B. Gowen, president, and Peter C. Hollis, treasurer, of the Schuylkill Valley Navigation and Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President.*
P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.
J. Y. HUMPHREY, *Notary Public.*

REPORT
OF THE
Sharon Railway Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George Royce, President,	Sharon, Pa.
John H. Dynes, Secretary,	Meadville, Pa.
Charles Hall, Treasurer,	_____

General offices at Sharon, Mercer county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James F. Clark,	Cleveland, Ohio.
Fayette Brown,	Cleveland, Ohio.
Charles Latimer,	Cleveland, Ohio.
Norman Hall,	Sharon, Pa.
P. L. Kimberly,	Sharon, Pa.
E. A. Wheeler,	Sharon, Pa.
Jonas J. Pierce,	Sharpsville.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock authorized by votes of company,	300,000	00
Capital stock, amount subscribed,	200,100	00
Capital stock paid in by last report,	198,600	00
Capital stock, total amount now paid in,	200,100	00
Capital stock, number of shares issued, 4,002		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due February 1, 1890, bear interest at seven per cent., which is payable February 1 and August 1,) amount, . .	\$156,000	00
Total amount now of funded debt,	\$156,000	00
Floating Debt.		
Total amount now of floating and funded debt,	156,000	00
Total cash realized from capital stock and debt,	\$317,100	00

COST.

Total cost of entire road to date,	\$356,064	67
Average of same per mile of road laid,	35,000	00
Proportion of same for Pennsylvania,	35,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Sharon to Sharon Junction,	9	9
Length of single main track,	9	9
Branches.		
Sharpsville, Wheatland, Sharon, and } Length of branch, . .	4	4
Greenfield branch, from Sharon to } Length of single track,	4	4
Home coal mine,		

Gauge.

What is the gauge of your lines? Main line, 4 feet 9 $\frac{1}{4}$ inches; branches, 3 feet.

Track.

Miles of iron rail in use, 14
 Weight of rail per yard, iron, main line, 56 pounds;
 branch, 35 pounds.

Bridges and Trestles.

Wooden bridges, number of, 6; aggregate length, 420 feet.
 Wooden trestles, aggregate length, 1,500 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Erie and Pittsburgh railroad, at Sharon, (over.)

Stations.

Number of stations on main road : Passenger, 3 ; freight,
3 ; total, 3
Number of stations on branches: Passenger, 2 ; freight,
2 ; total, 2
Number of wood and water stations on main road, 1
Number of wood and water stations on branches, 1
Value of real estate held by the company, exclusive of road-
way, in Pennsylvania, \$25,500 00
How is track laid, and on what foundation? On cross-ties, gravel and
cinder ballast.

Equipment.

Road not equipped. This road is leased to Atlantic and Great Western
Railroad Company. Reference is made to their report for further informa-
tion.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$200,100 00
Rate and date of all cash dividends on stock of original and consolidated
companies : March 1, June 1, September 1, and December 1 ; one and three
fourths per cent. each.

Number and per cent. of dividends : Four, of one and three fourths per cent. each.		
Amount paid in dividends,	\$13,882	75

STATE OF PENNSYLVANIA, } ss :
County of Mercer, }

Personally appeared before me, George Boyce, president, and Charles
Hall, treasurer, of the Sharon Railway Company, who, being duly sworn,
do depose and say that they caused the foregoing statements to be pre-
pared by the proper officers and agents of this company, and having care-
fully examined the same, declare them to be a true, full, and correct state-
ment of the condition and affairs of said company, for the financial year
ending December 31, A. D. 1879, according to the best of their knowledge
and belief.

(Signed) GEORGE BOYCE, *President.*
CHARLES HALL, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.
J. H. ELLIOTT, *Notary Public.*

REPORT
OF THE
*Northern Central Railway Company, lessee of the
Shamokin Valley and Pottsville Railroad, for
the year ending December 31, 1879.*

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury to Mt. Carmel,	28	28
Length of single main track,	28	28
Branches		
From Lancaster junction to colliery, length of single track, . . .	3.80	3.80
Aggregate length of main line and branches,	31.80	31.80
Aggregate length of sidings and other track not above enumerated,	12.23	12.23
Aggregate length of main line, branches, leased roads, sidings, and other track,	44.03	44.03

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 26.91 miles.
Miles of steel rail in use, 17.12 miles.
Weight of rail per yard, { Iron, 56, 60, and 64 lbs.
 { Steel, 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 37
Wooden bridges, number of, 37 ; aggregate length, . . . 1,968 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Susquehanna division, Northern Central railway, at Sunbury.
What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Philadelphia and Reading railroad near Fulton.

Stations.

Number of stations on main road, passenger and freight, .	11
Number of engine-houses and shops in Pennsylvania, 1 ;	
total number entire road,	1
Number of wood and water stations on main road, . . .	5
How is track laid and on what foundation? T rails, coal dirt ballast, oak cross-ties.	
What kind of train brake is in use on your road? Westinghouse air brake.	
Average number of cars in passenger trains, including baggage cars,	2.0

Equipment.

Average number of cars in freight trains,	43.3
Average weight of passenger trains, including locomotive and tender, in working order,	75 tons.
Average weight of freight trains, including locomotive and tender, in working order,	900 tons.

Employees.

Average number of persons regularly employed by company, including officials,	93
Same in Pennsylvania,	93

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	24,013
Number of miles run by freight and coal trains,	80,379
Number of through passengers for the year on main road,	1,414
Number of passengers (all classes) carried in cars, . . .	46,443
Number of passengers carried one mile,	562,834
Number of passengers carried one mile in Pennsylvania, ,	562,834
Number of tons of 2,000 pounds of through freight for the year on main road,	53,054
Number of tons of freight carried one mile,	23,300,242
Number of tons of freight carried one mile in Pennsylvania,	23,300,242
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,149,275
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	14
Average rate of speed adopted by express trains, including stops, (miles per hour,)	17.5
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	9

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	3,201	July, 1879,	4,164
February, 1879,	2,911	August, 1879,	4,547
March, 1879,	3,504	September, 1879,	4,482
April, 1879,	3,337	October, 1879,	5,068
May, 1879,	3,608	November, 1879,	4,046
June, 1879,	3,336	December, 1879,	4,239

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal, 1,089,474	Stone and lime,	2,884
Petroleum and other oils, 72	Agricultural products,	6,502
Pig iron, 7,492	Merchandise and manufactures,	26,928
Railroad iron, 255	Live stock,	202
Other iron or castings, 2,410	Lumber,	11,485
Iron and other ores, 1,089	Other articles,	482

Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through and way passengers, 2 ⁸⁵/₁₀₀ cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, 1 ⁷¹/₁₀₀ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$1,128 78
February, 1879,			1,036 32
March, 1879,			1,206 32
April, 1879,			1,101 44
May, 1879,			1,199 08
June, 1879,			1,202 00
July, 1879,			1,412 69
August, 1879,			1,607 98
September, 1879,			1,390 55
October, 1879,			1,848 26
November, 1879,			1,374 58
December, 1879,			1,442 24
Total,			\$16,040 53

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$20,800 15
February, 1879,			21,985 26
March, 1879,			24,719 00
April, 1879,			26,858 50
May, 1879,			39,762 60
June, 1879,			44,112 56
July, 1879,			42,457 10
August, 1879,			40,919 16
September, 1879,			32,564 90
October, 1879,			34,600 27
November, 1879,			31,824 33
December, 1879,			35,418 10
Total,			\$399,016 93

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . .	\$93	90	\$20	00	\$20	83	\$134	73
February, 1879, .	93	91	20	00	5	25	119	16
March, 1879, . . .	93	91	20	00		18	114	04
April, 1879, . . .	93	90	22	73			116	63
May, 1879,	93	91	23	90			117	81
June, 1879,	93	91	29	60			123	51
July, 1879,	93	90	48	09			141	99
August, 1879, . .	93	91	24	20			118	11
September, 1879, .	93	91	22	78			116	64
October, 1879, . .	93	91	22	72			116	63
November, 1879, .	93	91	28	49			122	40
December, 1879, .	93	91	68	93			162	84
Total,	\$1,126	89	\$351	39	\$26	21	\$1,504	49
Total passenger earnings for the year,							\$16,040	53
Total freight earnings for the year,							399,016	93
Total earnings from all other sources,							1,504	49
Total earnings for the year,							\$416,561	95
Total earnings from all sources on whole length of line,							\$416,561	95
Proportion of earnings in Pennsylvania to earnings of whole line, . .							416,561	95

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$15,496	41
New iron rails,	1,392	36
New steel rails,	11,802	91
Repairs of bridges,	1,525	64
Repairs of buildings and fixtures,	432	77
All other expenses for maintenance of way,	9,321	08
Total for maintenance of way,	\$39,971	17
Cost per mile of road kept in repair,	\$1,427	54
Proportion for Pennsylvania,	39,971	17

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$9,911	32
Repairs of tools and machinery,	75	33
Repairs of freight cars,	631	20
All other expenses for maintenance of motive power and cars,	8,979	28
Total for maintenance of motive power and cars,	\$19,597	13
Cost per mile of road operated,	\$699	90
Proportion for Pennsylvania,	19,597	13

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$8,368	28
Salaries, wages, and incidentals chargeable to freight department, . .	23,935	91
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	523	00
Fuel—wood,	349	08
Fuel—coal,	10,943	05
Oil, waste and tallow,	854	90
Damages for loss of goods and baggage,	29	22
Insurance,	165	00
Telegraph expenses,	2,250	89
Amount paid other corporations or individuals for use of all other cars,	19,322	34
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	5,317	25
Total miscellaneous,	\$70,148	92
Amount per mile of road operated,	\$2,506	75
Proportion for Pennsylvania,	70,148	92
Total expenditures for operating the road,	129,757	22
Expenses per mile of the road operated,	4,634	19

EARNINGS.

Passenger transportation, local and through,	\$16,040	53
Freight transportation, local and through,	899,016	98
Mail service,	1,116	89
Express service,	351	39
Rents and miscellaneous receipts,	26	21
Total,	\$116,561	95
Operating Expenses.		
Maintenance of way and buildings,	\$30,971	17
Maintenance of motive power and cars,	19,597	18
Miscellaneous,	70,188	92
Total operating expenses, \$129,757 22, being 31.15 per cent. of earnings,	129,757	22
Net earnings,	\$286,804	73
Earnings per mile of road operated,	\$14,877	21
Expenses per mile of road operated,	4,634	19
Net earnings,	\$10,243	02

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repair of cars, &c.? Adams Express Company, at a fixed per centage of gross receipts.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation, \$42 75 per mile, dependent on amount of service performed. No contract made with Post-Office Department.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	1	. . . . .	1	. . . . .	2
Others,
Total,	1	. . . . .	1	. . . . .	2

Statement of each Accident.

March 19, 1879. John Gillinger, freight flagman; injured at Weigh Scales while coupling cars; draw head broke, and a piece of it struck him on side of face.

August 27. William Geasey, brakeman; thumb and fingers, right hand, injured while coupling cars at Weigh Scales.

STATE OF MARYLAND,)
County of Baltimore,) ss:

Personally appeared before me, J. S. Leib, treasurer, of the Northern Central Railway Company, lessee, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) J. S. LEIB, Treasurer.

Sworn and subscribed to before me, this 19th day of February, A. D. 1880.

G. E. SANGSTON, Notary Public.

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss:

Personally appeared before me, A. J. Cassatt, vice president, of the Northern Central Railway Company, lessee, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) A. J. CASSATT, Vice President.

Sworn and subscribed before me, this 18th day of February, A. D. 1880.

JNO. C. SIMS, junior, Notary Public.

REPORT

OF THE

*Shamokin Valley and Pottsville Railroad Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President,	Philadelphia.
George Taber, Secretary and Treasurer,	Philadelphia.
General offices at 233 south Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia.
Wistar Morris,	Philadelphia.
J. N. DuBarry,	Philadelphia.
Jacob P. Jones,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Edmund Smith,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,500,000	00
Capital stock authorized by votes of company,	869,450	00
Capital stock, amount subscribed,	869,450	00
Capital stock paid in by last report,	869,450	00
Capital stock, total amount now paid in,	869,450	00
Capital stock, number of shares issued, 17,389		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due July 1, 1901, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	\$2,000,000	00
Total amount now of funded debt,	\$2,000,000	00
<i>Floating Debt.</i>		
Unfunded debt incurred for construction, equipment, or purchase of property, \$6,250 00		
The amount now of floating debt,	6,250	00
Total amount now of floating and funded debt,	\$2,006,250	00
Funded debt as per last report, \$2,000,000 00		
Total cash realized from capital stock and debt,	\$2,875,700	00

COST.

Total cost of entire road and equipment to date of lease,	\$1,208,050	00
Cost of coal lands and improvements,	1,667,650	00
Total cost of entire property,	\$2,875,700	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury to Mt. Carmel,	27.3	27.3
Length of single main track,	27.3	27.3

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$869,450 00

Rate and date of all cash dividends on stock of original and consolidated companies: February 1 and August 1, 1879; three per cent. each.

The road and coal lands are leased to the Northern Central Railway Company for nine hundred and ninety-nine years, from February 27, 1863, at a rental equal to the dividend on stock and interest on bonds.

Number and per cent. of dividends: Two, at three per cent. each, . .	\$52,167	00
Amount paid in dividends,		

STATE OF PENNSYLVANIA,) ss:
County of _____,

Personally appeared before me, Thomas A. Scott, president, and George Taber, treasurer, of the Shamokin Valley and Pottsville Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) THOMAS A. SCOTT, *President.*
GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this 26th day of January, A. D. 1880.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

South - West Pennsylvania Railway Company, for the year ending December 31, 1879.

OFFICERS, ELECTED MARCH 4, 1879.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia.
Albert Hewson, Secretary and Treasurer,	Philadelphia.

General office at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
D. R. Davidson,	Pittsburgh.
A. J. Derbyshire, (since dead,)	Philadelphia.
J. N. DuBarry,	Philadelphia.
John K. Ewing,	Uniontown, Pa.
Robert Hogsett,	Uniontown, Pa.
Strickland Kneass,	Philadelphia.
B. F. Ruff,	Pittsburgh.
Israel Painter,	West Newton, Pa.
George A. Torrence,	New Haven, Pa.
Thomas A. Scott,	Philadelphia.
Edmund Smith,	Philadelphia.
J. F. Wentling,	Greensburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	319,400	00
Capital stock paid in by last report,	527,112	50
Capital stock, total amount now paid in,	546,162	50
Capital stock, number of shares issued, 10,923		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due February 1, 1917, bear interest at seven per cent., which is payable February 1 and August 1.) amount,	\$962,000	00
Certificate of indebtedness, series B, (due January 1, 1891, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	27,500	00
Total amount now of funded debt,	\$989,500	00
Funded debt as per last report,	\$1,025,000	00
Total cash realized from capital stock and debt,	1,391,362	50

COST.

Total cost of entire road to date, as represented by books of the company,	\$1,568,299	87
Average of same per mile of road laid,	34,959	87
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Greensburgh to Fairchance,	41.90	41.90
Length of single main track,	41.90	41.90
Branches.		
June Bug branch, from junction to } Length of branch, . . .	1.75	1.75
mines, } Length of single track, . . .	1.75	1.75
Overton branch, from junction to mines, } Length of branch, . . .	1.21	1.21
Aggregate length of main line and branches,	1.21	1.21
Aggregate length of sidings and other track not above enumerated,	44.86	44.86
Aggregate length of main line, branches, leased roads, sidings, and other track,	9.23	9.23
	54.09	54.09

Gauge.

What is the gauge of your lines, 4 feet 9 inches.

Track.

Miles of iron rail in use in main track,	15.55
Miles of steel rail in use,	28.60
Weight of rail per yard, { Iron,	56 pounds.
{ Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	60
Wooden bridges, number of, 49 ; aggregate length,	2,325 feet.
Wooden trestles, number of, 11 ; aggregate length,	2,978 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Mt. Pleasant and Broad Ford railroad at Everson.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Connellsville railroad at Connellsville.

Stations.

Number of stations on main road : Passenger, 31 ; freight, 27 ; total,	58
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Number of engine-houses and shops in Pennsylvania, 2;
total number entire road, 2
Number of wood and water stations on main road, 6
How is track laid, and on what foundation? White oak cross-ties, and stone ballast.

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for one year from April 1, 1879.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$51,945	95
Land or land damages,	2,728	40
Total,	\$54,674	35
Proportion for Pennsylvania, All in Pennsylvania,		

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 10,923 shares, \$546,150 00
Rate and date of all cash dividends on stock of original and consolidated companies. March 30, 1879, three and a half per cent. on \$527,150; September 30, 1879, three and a half per cent. of \$546,150.

Number and per cent. of dividends: Two dividends, three and a half per cent.	\$536,650	00
Amount paid in dividends,	37,565	50
Paid to sinking fund,	21,925	00
Surplus at the commencement of the year,	34,000	00
Surplus, January 1, 1879, invested as follows:		
Cash,	34,000	00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. B. Roberts, president, and Albert Hewson, treasurer, of the South-West Pennsylvania Railway Company. who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) G. B. ROBERTS, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.
JOHN C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Southern Pennsylvania Railroad Mining Company,
for the year ending December 31, 1879.

OFFICERS.		
Names.		Residences.
Thomas B. Kennedy, President,		Chambersburg, Pa.
J. L. Ritchey, Secretary and Treasurer,		Chambersburg, Pa.
Names of Directors.		
		Residences.
G. B. Roberts,		Philadelphia.
Wistar Morris,		Philadelphia.
Strickland Kneass,		Philadelphia.
Josiah Bacon,		Philadelphia.
Thomas A. Scott,		Philadelphia.
J. N. DuBary,		Philadelphia.

CAPITAL STOCK.		
Capital stock authorized by law, under re-organization under act of April 8, 1861,	\$800,000	00
Capital stock, amount subscribed, as per terms of re-organization,	800,000	00
Capital stock paid in by last report, per terms of re-organization,	800,000	00
Capital stock, total amount now paid in, as per terms of re-organization,	800,000	00
Capital stock, number of shares issued,	16,000	
Capital stock, amount paid in on each share, as per terms of re-organization, based upon valuation of property at that time,	50	00
Capital stock, par value of each share,	50	00

DEBT.		
Funded Debt.		
First mortgage bonds, (due A. D. 1900, bear interest at seven per cent., which is payable 1st March and September,) amount,	\$625,000	00
Total amount now of funded debt,	\$625,000	00
Floating Debt.		
Total amount now of floating and funded debt, mortgage and unpaid interest,	\$836,890	00

COST.		
Total cost of road, landed estate, machinery, furnace, &c.,	\$974,065	86
Average of same per mile of road laid,	29,761	90
Proportion of same for Pennsylvania,	29,761	90

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from South Pennsylvania junction to Richmond,	21	21
Length of single main track,	21	21
Branches.		
From Richmond to Ore Banks branch, { Length of branch, . .	2	2
Aggregate length of main line and branches,	2	2
	23	23

Gauge.

What is the gauge of your lines? 4 ⁹/₁₆ feet

Track.

Miles of iron rail in use, 21
Weight of rail per yard, iron, 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 5
Wooden bridges, number of 3; aggregate length, 1,154 feet.
Wooden trestles, number of, 2; aggregate length, 728 feet.

Stations.

Number of stations on main road: Passenger, 10; freight, 5: total, 15
Number of engine-houses and shops in Pennsylvania, 1
Number of wood and water stations on main road, 2

How is track laid and on what foundation? Cross-ties resting on slate and stone ballast.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1879,			\$290	64	
February, 1879,			342	73	
March, 1879,			433	10	
April, 1879,			396	67	
May, 1879,			867	81	
June, 1879,			455	37	
July, 1879,			395	25	
August, 1879,			561	05	
September, 1879,			560	21	
October, 1879,			574	38	
November, 1879,			873	92	
December, 1879,			484	94	
Total,			\$5,236	07	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$718 47	. . . . .
February, 1879,	568 77	. . . . .
March, 1879,	695 02	. . . . .
April, 1879,	752 76	. . . . .
May, 1879,	842 32	. . . . .
June, 1879,	894 27	. . . . .
July, 1879,	754 47	. . . . .
August, 1879,	718 49	. . . . .
September, 1879,	1,053 35	. . . . .
October, 1879,	794 05	. . . . .
November, 1879,	577 82	. . . . .
December, 1879,	718 12	. . . . .
Total,	\$9,087 91	. . . . .

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,	\$76 38	\$35 80	. . . . .	\$111 68
February, 1879,	76 38	23 99	. . . . .	100 37
March, 1879,	76 38	83 61	. . . . .	109 99
April, 1879,	76 38	26 04	. . . . .	102 42
May, 1879,	76 38	28 38	. . . . .	104 74
June, 1879,	76 38	32 83	. . . . .	109 21
July, 1879,	76 38	25 00	. . . . .	101 38
August, 1879,	76 38	29 01	. . . . .	105 39
September, 1879,	76 38	35 53	. . . . .	111 91
October, 1879,	76 38	37 78	. . . . .	114 16
November, 1879,	76 38	53 61	. . . . .	129 99
December, 1879,	76 38	92 40	. . . . .	168 68
Total,	\$916 56	\$453 36	. . . . .	\$1,369 92

Total passenger earnings for the year,	\$5,236 07
Total freight earnings for the year,	9,087 91
Total earnings from all other sources,	1,369 92
Total earnings for the year,	\$15,693 90
Total receipts from all sources on whole length of line,	\$15,693 90
Proportion of earnings in Pennsylvania to earnings of whole line,	15,693 90

EARNINGS.

Passenger transportation, local,	\$5,236	07
Freight transportation, local,	9,067	91
Mail service,	916	56
Express service,	453	36
Total,	\$15,693	90
Operating Expenses.		
Conducting transportation,	\$2,703	80
Maintenance of way,	8,335	24
Motive power,	3,836	23
General expenses,	239	55
Total operating expenses being 96.31 per cent of earnings,	15,114	82
Net earnings,	\$579	08
Earnings per mile of road operated,	\$747	33
Expenses per mile of road operated,	719	75
Net earnings,	\$27	57

OPERATING EXPENSES.

CONDUCTING TRANSPORTATION.	Allotted to passenger.		Allotted to freight.		Total.	
Conductors,	\$279	84	\$398	60	\$678	44
Brakemen,	378	16	531	47	904	63
Dispatcher,	13	51	10	64	24	15
Agents and clerks,	224	95	429	94	654	89
Station labor,			130	23	130	23
Telegraph expenses,	27	60	32	40	60	00
Mail expenses,	30	00			30	00
Station expenses,	7	90	5	65	13	55
Train expenses,	21	00	10	00	31	00
Superintendence,	34	16	49	16	83	32
Stationery and printing,	33	48	28	60	62	08
Advertising,	31	51			31	51
Total,	\$1,077	11	\$1,628	69	\$2,703	80
Motive Power:						
Engineers and firemen,	\$562	00	\$823	84	\$1,385	84
Watching and cleaning engines,	74	29	111	44	185	73
Shop labor,	14	70	21	18	35	88
Water supply,	41	00	59	00	100	00
Locomotive repairs,	265	73	378	45	644	18
Oil and waste for locomotives,	29	30	40	77	70	07
Fuel for locomotives,	448	70	639	01	1,087	71
Fuel for engine-house and shop,	11	45	16	51	27	96
Water station repairs,	19	95	28	72	48	67
Machine shop repairs,	12	62	18	19	30	81
Superintendence,	49	74	71	69	121	43
Incidentals,	20	63	29	73	50	36
Tools and machinery repairs,	19	49	28	10	47	59
	\$1,569	60	\$2,266	63	\$3,836	23
Maintenance of Way:						
Adjustment of track,	\$470	42	\$676	95	\$1,147	37
Ballast,	250	69	360	75	611	44
Ditching,	440	09	633	31	1,073	40
Frogs, switches and sidings,	25	07	36	07	61	14
Cross-ties,	1,378	62	1,983	88	3,362	50
Replacing cross-ties,	458	12	659	24	1,117	36
Replacing iron rail,		37		54		91

MAINTENANCE OF WAY.	Allotted to passenger.		Allotted to freight		Total.	
Spikes and joint fastenings,	9	64	13	87	23	51
Culverts, cattle-guards and road crossing,	42	50	61	16	103	66
Cleaning roadway,	103	25	148	58	251	83
Snow and ice,	52	21	75	14	127	35
Bridge masonry repairs,	12	80	17	71	80	01
Bridge superstructure repairs,	103	13	148	41	251	54
Road and hand-cars,	12	09	17	40	29	49
Incidentals,	20	05	28	85	48	90
Tool and machinery repairs,	88	88	55	95	94	88
	\$3,417	43	\$4,917	81	\$8,335	24
General Expenses:						
Salary of officers,	\$96	91	\$135	74	\$232	65
Stationery and printing,	2	87	4	08	6	90
	\$99	78	\$139	77	\$239	55

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.?
Adams Express Company; \$453 36 per annum.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$916 56 per annum; one service each way daily.

STATE OF PENNSYLVANIA, }
County of Franklin, } ss:

Personally appeared before me, Thomas B. Kennedy, president, and John L Ritchey, treasurer, of the Southern Pennsylvania Railway and Mining Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) THOMAS B. KENNEDY, *President.*
JOHN L. RITCHEY, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1880.
JOHN JEFFRIES, *Notary Public.*

REPORT
OF THE
*South Mountain Railway and Mining Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. C. Fuller, President,	Philadelphia.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.
William H. Woodward, Superintendent,	Pine Grove Furnace, Pa.
General offices at Pine Grove Furnace, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
J. C. Fuller,	Philadelphia.
Jay Cooke,	Philadelphia.
Frederick Watts,	Carlisle, Pa.
T. B. Kennedy,	Chambersburg, Pa.
Jay Cooke, junior,	Philadelphia.
D. J. Woodward,	Philadelphia.
C. D. Barney,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law under re-organization under act of April, 1861,	\$200,000	00
Capital stock, amount subscribed and paid in by last report, as per items of re-organization,	200,000	00
Capital stock, total amount now paid in under re-organization,	200,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share, as per items of re-organization,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due April 1, 1898, bear interest at six per cent. which is payable 1st days April and October,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Funded debt, as per last report, \$100,000	00	

COST.

Total cost of entire road to date, as per report of old company,	\$342,841	34
Average of same per mile of road laid,	19,282	41
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment, as per report of old company,	45,639	29
Average cost of equipment per mile of road operated by company,	2,566	89
Proportion of same for Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile,	21,849	30
Proportion of same for Pennsylvania, All in Pennsylvania.		.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pine Grove furnace to Carlisle,	17.78	All.
Length of single main track,	17.78	
Aggregate length of main line and branches,	17.78	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 17.78
Weight of rail per yard, iron, about, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 6 ; aggregate length, 300 feet.
Wooden bridges, number of, 1 ; aggregate length, 100 feet.
Wooden trestles, number of, 5 ; aggregate length, 200 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Harrisburg and Potomac railroad, near Mount Holly Springs.

Stations.

Number of stations on main road : Passenger, 10 ; freight, 10 ; total, 10
Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road, 2
Number of wood and water stations on main road, 3

How is track laid, and on what foundation? Cross-ties, stone ballast ; fish-plate joints.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	1		
Number of locomotives of more than 20 tons weight,	1		
Number of locomotives of more than 10 tons weight,	1		
Number of second-class passenger cars,	2		
Number of freight cars: House cars, 1 ; trucks, 9,	10		
Number of coal, ore, stone, and lime cars,	1		

Employees.

Average number of persons regularly employed by company, including officials,	24
Same in Pennsylvania,	All

DOINGS OF THE YEAR.

Transportation and total Miles run.

Number of passengers (all classes) carried in cars, . .	36,666
Gross amount of tonnage for the year, (2,000 pounds per ton,)	37,321½
Average rate of speed adopted by mixed trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	521½	July, 1879,	7,404
February, 1879,	575	August, 1879,	13,740½
March, 1879,	599	September, 1879,	8,039½
April, 1879,	674	October, 1879,	1,412½
May, 1879,	638½	November, 1879,	1,035
June, 1879,	972	December, 1879,	1,054

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$172	95
February, 1879,	148	30
March, 1879,	168	00
April, 1879,	241	75
May, 1879,	191	21
June, 1879,	322	29
July, 1879,	1,327	63
August, 1879,	2,264	14
September, 1879,	1,464	34
October, 1879,	416	16
November, 1879,	320	20
December, 1879,	353	50
Total,	\$7,390	46

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$874	27
February, 1879,	816	49
March, 1879,	1,061	87
April, 1879,	1,400	33
May, 1879,	1,217	01
June, 1879,	958	95
July, 1879,	980	71
August, 1879,	630	63
September, 1879,	1,516	50
October, 1879,	1,893	09
November, 1879,	1,342	27
December, 1879,	1,279	88
Total,	\$14,171	99

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$54	00	. . . . .	. . .	\$5	00	\$59	00
February, 1879, . .	54	00	\$1	93	. . . . .	. . .	55	93
March, 1879, . . .	54	00	2	38	. . . . .	. . .	56	38
April, 1879, . . .	54	00	2	13	. . . . .	. . .	56	13
May, 1879,	54	00	3	42	. . . . .	. . .	57	42
June, 1879,	54	00	2	85	. . . . .	. . .	56	85
July, 1879,	54	00	3	39	. . . . .	. . .	57	39
August, 1879, . . .	54	00	2	65	. . . . .	. . .	56	65
September, 1879, .	54	00	2	37	20	25	76	62
October, 1879, . .	54	00	3	25	11	06	68	31
November, 1879, .	54	00	2	85	. . . . .	. . .	56	85
December, 1879, .	56	00	4	22	248	21	308	43
Total,	\$650	00	\$31	44	\$284	52	\$965	96
Total passenger earnings for the year,							\$7,890	46
Total freight earnings for the year,							14,171	99
Total earnings from all other sources,							965	96
Total earnings for the year,							\$22,528	41
Total receipts from all sources on whole length of line, All.								
Proportion of earnings in Pennsylvania to earnings of whole line, All.								

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$3,124	64
Repairs of bridges,	564	72
Repairs of buildings and fixtures,	308	09
Total for maintenance of way,	\$3,992	45
Cost per mile of road kept in repair,	\$224	55
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,681	39
Repairs of passenger, baggage, mail, and freight cars,	791	29
Total for maintenance of motive power and cars,	\$2,472	68
Cost per mile of road operated,	\$139	07
Proportion for Pennsylvania, All.		

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$4,342	04
Fuel—wood and coal,	2,176	51
Oil and waste, &c.,	460	11
Amount paid other corporations or individuals for use of all other cars,	240	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	711	40
Total miscellaneous,	\$7,930	06
Amount per mile of road operated,	\$446	01
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	14,395	19
Expenses per mile of the road and single track, not including sidings, operated,	809	63
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local and through,	\$7,390	46
Freight transportation, local and through,	14,171	99
Mail service,	650	00
Express service,	81	44
All other sources of income,	284	53
Total,	\$22,528	41
Operating Expenses.		
Maintenance of way and buildings,	\$3,992	45
Maintenance of motive power and cars,	2,472	68
Miscellaneous,	7,930	06
Total operating expenses,	14,395	19
Net earnings,	\$8,133	22
Earnings per mile of road operated,	\$1,267	05
Expenses per mile of road operated,	809	63
Net earnings,	\$457	42

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. Five cents per one hundred pounds.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$650 per annum. Mail each way once per day. The actual service mail is carried twice per day each way.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 4,000 at \$50,	\$200,000	00
Balance for the year, or surplus,	\$8,133	22
Interest paid,	6,000	00
Total surplus,	\$2,233	22
Surplus invested as follows:		
Cash and loans and balance of accounts due company,	\$2,133	22

STATE OF PENNSYLVANIA, }
County of Cumberland, } ss :

Personally appeared before me, William H. Woodward, superintendent, and E. M. Biddle, treasurer, of the South Mountain Railway and Mining Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM H. WOODWARD, *Superintendent.*
E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 6th day of March, A. D. 1880.

J. M. ALLEN, *Notary Public.*

REPORT

OF THE

South Pennsylvania Railroad Company.

OFFICE SOUTH PENNSYLVANIA RAILROAD COMPANY,
HARRISBURG, *November 28, 1879.*

Honorable AARON K. DUNKEL,
Secretary of Internal Affairs, Harrisburg:

DEAR SIR: In reply to your inquiries of this year, I have the honor respectfully to refer you to my letter of November 21, 1877, to be found at page 662 of the report of your predecessor for that year, no change having taken place in the affairs of this company since the date of that communication. Our inactivity, so far, has been caused by the mercantile depression which prevailed until a very late date, but with the revival, more or less distinctly marked in all branches of commercial affairs, the hopes of this company are brightening, and they trust that their report of next year will exhibit a more favorable condition of progress.

I am, very respectfully, your obedient servant,

JAMES WORRALL, *President.*

R E P O R T
OF THE
South Side Railroad Company.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles Brodhead, President,	Bethlehem, Pa.
Albert H. Fracker, Secretary and Treasurer,	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Brodhead,	Bethlehem, Pa.
Samuel C. Shimer,	Bethlehem, Pa.
B. C. Webster,	New York city.
William J. Dobbins,	Philadelphia.
Albert H. Fracker,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000 00
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ROUTE.

From Lehigh and Lackawanna railroad, at the Wind Gap, to the Delaware, Lackawanna, and Western railroad, at Delaware Water Gap. Distance, fifteen and eight tenth miles. A small portion of the line graded, but work ceased until the return of better times.

This company has the right to extend its line from the Wind Gap to the eastern boundary of Lehigh county, and connect with the South Mountain railroad or any other railroad.

Respectfully yours,
CHARLES BRODHEAD, *President.*
BETHLEHEM, PA., *February 14, 1880.*

REPORT

OF THE

Stony Creek Railroad Company, for the year ending
October 31, 1879.

OFFICERS.

Names.	Residences.
James Boyd, President,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
James Boyd, General Solicitor,	Norristown, Pa.
George B. Boggs, Engineer and Superintendent,	Norristown, Pa.
General Offices at 33 East Main street, Norristown, Pa.	

Names of Directors.	Residences.
Abraham R. Cox,	Norristown, Pa.
S. E. Hartranft,	Norristown, Pa.
Daniel Quillman,	Norristown, Pa.
S. D. Sower,	Norristown, Pa.
E. Channing Potts,	Norristown, Pa.
John Singluff,	Norristown, Pa.
Jacob B. Quillman,	Norristown, Pa.
Henry A. Derr,	Norristown, Pa.
Oliver G. Morris,	Line Lexington, Pa.
Samuel Dresher,	Norritonville, Pa.
D. S. Heebner,	Lansdale, Pa.
Joshua Comly,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock, amount subscribed,	150,850	00
Capital stock paid in by last report,	176,100	00
Capital stock, total amount now paid in,	176,100	00
Capital stock, number of shares issued,	8,522	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due October 1, 1907, bear interest at seven per cent., which is payable April 1 and October 1,) amount,)	\$350,000	00
Total amount now of funded debt,	350,000	00
Floating Debt.		
The amount now of floating debt, debts due, and wages for October business,	209,234	29
Total amount now of floating and funded debt,	\$559,234	29
Funded debt, as per last report,	\$350,000	00
Floating debt, as per last report,	161,021	65

COST.

Total cost of entire road to date,	\$497,138	23
Average of same per mile of road laid,	48,265	86
Proportion of same for Pennsylvania,	48,265	86

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lansdall to Norristown,	10.3	10.3
Length of single main track,	10.3	10.3
Aggregate length of main line and branches,	10.3	10.3
Aggregate length of sidings and other track not above enumerated, including track to asylum,	1.8	1.8
Aggregate length of main line, branches, leased roads, sidings, and other track,	12.1	12.1

Gauge.

What is the gauge of your lines? 4 feet 8 inches.

Track.

Miles of iron rail in use, 13.1
Weight of rail per yard, iron, 58 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 3
Iron bridges, number of, 3; aggregate length, 240 feet.

Stations.

Number of stations on main road: Passenger, 8; freight, 8; total, 8
Number of wood and water stations on main road, 1
Value of real estate held by the company, exclusive of road-way, \$46,461 98
How is track laid and on what foundation? Iron rails, splices, oak chestnut, and cedar ties, stone and earth ballast.

Equipment.

The Equipment was furnished by the North Pennsylvania Railroad up to May 14, 1879. Since which date it has been furnished by the Philadelphia and Reading Railroad Company, leasees of the North Pennsylvania Railroad, on a percentage bases.
Average number of cars in passenger trains, including baggage cars, 2
Average number of cars in freight trains, (four wheeled cars,) 10

Average weight of passenger trains, including locomotive and tender, in working order,	75 tons.
Average weight of freight trains, including locomotive and tender, in working order,	176 tons.

Employees.

Average number of persons regularly employed by company, including officials,	33
Same in Pennsylvania,	33

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger and freight trains, . .	22,330.4
Number of through passengers on main road,	7,249
Number of passengers (all classes) carried in cars, . . .	18,725
Number of passengers carried one mile,	154,199
Number of passengers carried one mile in Pennsylvania, .	154,199
Number of tons of 2,000 pounds of through freight on main road,	6,033½ ¹⁴²⁸ / ₁₀₀₀
Number of tons of freight carried one mile,	52,293½ ¹⁶⁸ / ₁₀₀₀
Number of tons of freight carried one mile in Pennsylvania,	52,293½ ¹⁶⁸ / ₁₀₀₀
Gross amount of tonnage, (2,000 pounds per ton,) . . .	6,305½ ⁸⁰⁸ / ₁₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

May, 1879,	2,084	August, 1879,	5,048
June, 1879,	2,690	September, 1879,	3,110
July, 1879,	3,040	October, 1879,	2,753

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	929½ ⁸⁰⁸ / ₁₀₀₀	Agricultural products,	1,011½ ⁸⁰⁸ / ₁₀₀₀
Petroleum and other oils, . . .	41½ ⁸⁰⁸ / ₁₀₀₀	Merchandise and manufactures,	1,802½ ⁸⁰⁸ / ₁₀₀₀
Pig iron,	56	Live stock,	102½ ⁸⁰⁸ / ₁₀₀₀
Other iron or castings,	16½ ⁸⁰⁸ / ₁₀₀₀	Lumber,	485½ ⁸⁰⁸ / ₁₀₀₀
Stone and lime,	168½ ⁸⁰⁸ / ₁₀₀₀	Other articles,	1,691½ ⁸⁰⁸ / ₁₀₀₀

Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through and way passengers, proximate average,	3½ cents.
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Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and coal and local freight and coal, per ton per mile, proximate average,	4.38
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MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1878, . . . . .	.	.	.	.	\$539	72
December 1878, . . . . .	.	.	.	.	680	36
January, 1879, . . . . .	.	.	.	.	469	24
February, 1879, . . . . .	.	.	.	.	448	84
March, 1879, . . . . .	.	.	.	.	576	98
April, 1879, . . . . .	.	.	.	.	665	54
May, 1879,	\$258	65	\$270	75	568	35
June, 1879,	818	25	531	08	814	33
July, 1879,	896	20	254	75	650	95
August, 1879,	711	50	333	20	1,044	70
September, 1879,	371	35	660	99	1,032	34
October, 1879,	201	60	778	87	975	47
Total, . . . . .	.	.	.	.	\$8,474	82

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1878,	\$651	63
December, 1878,	565	78
January, 1879,	456	43
February, 1879,	461	10
March, 1879,	554	28
April, 1879,	609	91
May, 1879,	282	30
June, 1879,	175	59
July, 1879,	529	92
August, 1879,	1,416	35
September, 1879,	271	19
October, 1879,	194	37
Total,	\$6,168	85

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	.	.	.	.	\$80	00	\$80	00
March, 1879,	\$99	14	.	.	.	.	99	14
May, 1879, . . . . .	.	.	.	.	486	70	486	70
June, 1879,	99	07	.	.	100	00	199	07
July, 1879, . . . . .	.	.	.	.	6	00	6	00
August, 1879, . . . . .	.	.	.	.	69	00	69	00
September, 1879,	99	07	.	.	8	00	107	07
October, 1879, . . . . .	.	.	.	.	12	00	12	00
Total,	\$297	28	.	.	\$711	70	\$1,008	98

Total passenger earnings for the year,	\$8,474	82
Total freight earnings for the year,	6,168	85
Total earnings from all other sources,	1,008	98
Total earnings for the year,	\$15,652	65
Total receipts from all sources on whole length of line,	\$15,652	65
Proportion of earnings in Pennsylvania to earnings of whole line,	15,652	65

EXPENDITURES FOR OPERATING DURING THE YEAR.
(From May 14, 1879, to October 31, 1879,)
Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,033	68
Repairs of bridges, (overhead,)	835	86
All other expenses for maintenance of way,	1,711	95
Total for maintenance of way,	\$7,081	49
Cost per mile of road kept in repair,	\$687	52
Proportion for Pennsylvania,	687	52

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight department,	\$2,989	17
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	68	00
Fuel—number of cords of wood, 2½; cost,	11	25
Fuel—number of tons of coal, 226; cost,	816	32
Oil and waste, including tallow,	61	07
Taxes for the year,	414	64
Insurance for the year,	11	00
Amount paid other corporations or individuals for use of all other cars, .	796	57
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, including expenses from November 1, 1878, to May 14, 1879,	8,431	96
Total miscellaneous for the year,	\$13,549	98
Amount per mile of road operated for the year,	\$1,315	52
Proportion for Pennsylvania for the year,	1,315	52
Total expenditures for operating the road for the year,	13,549	98
Total charged to road and equipment, from May 14 to October 31, 1879, .	7,081	49
Expenses per mile of the road operated for the year,	2,003	05
Expenses per mile of single track operated, not including sidings, for the year,	2,003	05
Expenses per train mile for the year,		92.39
Proportion for Pennsylvania,		92.39

EARNINGS.

Passenger transportation, local and through,	\$8,474	82
Freight transportation, local and through,	6,168	85
Mail service,	297	28
Rents,	683	70
All other sources of income,	28	00
Total,	\$15,652	65
Operating Expenses.		
Maintenance of way and buildings, from May 14, 1879, . . .	\$7,081	49
Miscellaneous, for the year,	13,549	98
Total operating expenses, being 100.81808 per cent. of earnings, .	20,631	47
Deficit,	\$4,978	82
Earnings per mile of road operated,	\$1,519	67
Expenses per mile of road operated,	2,003	05
Deficit,	\$4,978	82

General Balance Sheet, October 31, 1879.

DR.			
Construction of road,	\$454,860	16	
Real estate,	46,461	98	
Right of way,	42,269	07	
Six per cent. bonds, (Agricultural Improvement Company,)	300	00	
Sundry debtors,	712	31	
Cash,	11,872	99	
Materials,	4	05	
Income account, (profit and loss,)	185,229	37	
	\$741,718	98	
CR.			
Capital stock,	\$176,100	00	
Installments on stock,	884	64	
Mortgages,	2,500	00	
Ground rents,	3,000	00	
Mortgage bonds,	350,000	00	
Liabilities, debts, and wages for October business,	209,234	29	
	\$741,718	98	

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? From November 1, 1878, to May 14, 1879, the Stony Creek Railroad was operated by the North Pennsylvania Railroad Company. Since that date no express has been carried over the road.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? No freight or transportation companies run on our road, other than lines of cars belonging to different railroad companies interchanging business with us.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$297 28 for the fiscal year.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$176,100 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	2	.	2
Others,
Total,	2	.	2

Statement of each Accident.

June 21, 1879. William Yocum; two fingers smashed while coupling cars at Lukens station.

August 30, 1879. Jacob Anderson, while attempting to jump off engine, the latter being in motion, slipped and fell, the engine running over his foot; foot badly mashed.

STATE OF PENNSYLVANIA, }
County of Montgomery, } ss:

Personally appeared before me, a notary public, James Boyd, president, and Howard Boyd, treasurer, of the Stony Creek Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES BOYD, *President.*

HOWARD BOYD, *Treasurer.*

Sworn and subscribed before me, this 3d day of October, A. D. 1880.

WALLACE J. BOYD,
Notary Public.

REPORT

OF THE

Stroudsburg and Bethlehem Railroad Company.

OFFICE OF THE STROUDSBURG AND BETHLEHEM RAILROAD COMPANY,
STROUDSBURG, *February 16, 1880.*

Hon. AARON K. DUNKEL, *Secretary Internal Affairs:*

SIR: In reply to your letter of the 13th instant, I have to say that nothing has been done towards the construction of the Stroudsburg and Bethlehem railroad since my last report.

I am, sir, very respectfully,

Your obedient servant,

C. BENNETT,
President Stroudsburg and Bethlehem Railroad Company.

R E P O R T
OF THE
*State Line and Sullivan Railroad Company, for the year
ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
N. N. Betts, President,	Towanda, Pa.
O. A. Baldwin, Secretary,	Towanda, Pa.
William C. Townsend, Treasurer and General Manager,	Towanda, Pa.
J. O. Blight, General Superintendent,	Towanda, Pa.
General offices at Towanda, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Alfred Jones,	Germantown, Pa.
R. H. Rochester,	New York.
George D. Jackson,	Dushore, Pa.
William N. Whelen,	Philadelphia, Pa.
E. T. Fox,	Towanda, Pa.
Edward S. Whelen,	Philadelphia, Pa.
Nathan Hanley,	Albany, N. Y.
S. K. Roberts,	Boston, Mass.
C. R. Batt,	Boston, Mass.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$1,300,000	00
Capital stock, amount subscribed,		1,000,000	00
Capital stock paid in by last report,		1,000,000	00
Capital stock, total amount now paid in,		1,000,000	00
Capital stock, number of shares issued,	20,000		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due May 1, 1880, bear interest at seven per cent., which is payable semi-annually,) amount,		\$100,000	00
Second mortgage bonds, (due July 1, 1899, bear interest at seven per cent., which is payable semi-annually,) amount,		*300,000	00
Floating Debt.			
Debt incurred for any other purpose, and for what:			
Supplies and wages,	\$41,677 86		
The amount now of floating debt,		\$41,677	86
Total amount now of floating and funded debt,		\$441,677	86
Funded debt as per last report,	\$400,000 00		
Floating debt as per last report,	72,769 40		
Total cash realized from capital stock and debt.†			

* One thousand dollars of this issue is reserved for the payment of the first mortgage bonds.
† Our road having been purchased at foreclosure sale by the bondholders, whose interest in the bonds is separated by the stocks standing to their credit, it is impossible to give a correct answer to this question.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Monroeton to Bernice, length of single main track,	24	24
Length of double main track,	24	24
Aggregate length of main line and branches,	24	24
Aggregate length of sidings and other track not above enumerated,	1	1
Aggregate length of main line, branches, leased roads, sidings, and other track,	25	25

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 25
Weight of rail per yard, iron, 50 and 56

Bridges and Trestles.

Number of bridges and trestles on whole line, 12
Wooden bridges, number of, 10; aggregate length, . . . 655 feet.
Wooden trestles, number of, 2; aggregate length, . . . 200 feet.

Stations.

Number of stations on main road: Passenger, 7; freight, 7; total, 7
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, 1
Number of wood and water stations on main road, . . . 3
Value of real estate held by the company, exclusive of road-way.*

How is track laid, and on what foundation? Hemlock, beach, oak, and chestnut ties, ballasted with slate and coal dust.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	2	\$10,000	00
Number of first-class passenger cars,	2	1,200	00
Number of baggage, mail, and express cars,	1	800	00

Average number of cars in passenger, baggage, and freight trains, 45
Average weight of passenger and freight trains, including locomotive and tender, in working order, 390 tons.

* These two species of property have never been separated on our books and both are their valued at \$1,070,000.

Employees.

Average number of persons regularly employed by company, including officials,	200
Same in Pennsylvania,	200

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger, freight, and coal trains,	32,790
Number of through passengers for the year on main road,	553
Number of passengers (all classes) carried in cars, . . .	8,154
Number of passengers carried one mile,	111,578
Number of passengers carried one mile in Pennsylvania, .	111,578
Average rate of speed adopted by ordinary passenger, express, and freight trains, including stops, (miles per hour,)	12

Monthly statement of Passengers (all classes) carried in Cars.

January, 1879,	420	July, 1879,	2,421
February, 1879,	402	August, 1879,	540
March, 1879,	589	September, 1879,	730
April, 1879,	584	October, 1879,	488
May, 1879,	535	November, 1879,	454
June, 1879,	493	December, 1879,	548

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	52,993.08
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Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3 ¹ / ₂ cents.
For first-class way passengers,	4.07 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile,012 ¹ / ₂ cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$6	00	\$188	65	\$194	65
February, 1879,	10	00	190	10	200	10
March, 1879,	10	00	229	20	239	20
April, 1879,	14	00	243	90	257	90
May, 1879,	31	00	213	60	244	60
June, 1879,	17	00	215	20	232	20
July, 1879,	205	00	481	45	686	45
August, 1879,	32	00	230	40	262	40
September, 1879,	20	50	222	25	242	75
October, 1879,	17	00	229	50	246	50
November, 1879,	8	00	198	25	206	25
December, 1879,	292	26	235	65	527	91
Total,	\$662	76	\$2,878	15	\$3,540	91

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,	\$3,768 96
February, 1879,	3,664 19
March, 1879,	3,068 04
April, 1879,	2,660 41
May, 1879,	2,589 89
June, 1879,	2,936 88
July, 1879,	1,898 73
August, 1879,	2,252 08
September, 1879,	2,819 07
October, 1879,	3,031 82
November, 1879,	3,387 21
December, 1879,	3,244 26
Total,	\$35,271 54

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,	\$88 08	\$31 98	\$143 65	\$263 71
February, 1879, . . . . .	. . . . .	7 38	156 67	164 05
March 1879, . . . . .	. . . . .	9 33	146 45	155 78
April, 1879,	93 33	5 83	1,151 81	1,250 97
May, 1879, . . . . .	. . . . .	6 80	145 16	151 96
June 1879, . . . . .	. . . . .	7 38	295 37	302 75
July, 1879,	98 10	7 35	329 35	434 80
August, 1879,	6 71	7 04	294 79	308 54
Septemr 1879, . . . . .	. . . . .	9 79	463 15	472 94
October, 1879,	243 55	6 47	173 08	423 10
November, 1879, . . . . .	. . . . .	7 35	362 91	370 26
December, 1879,	73 71	21 18	411 11	506 00
Total,	\$603 48	\$127 88	\$4,073 50	\$4,804 86

Total earnings from sales of coal and dust for the year,	\$19,470 32
Total passenger earnings for the year,	3,540 91
Total freight earnings for the year,	35,271 54
Total earnings from all other sources,	4,804 86
Total earnings for the year,	\$63,087 63
Total receipts from all sources on whole length of line,	\$63,087 63

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.
New locomotives, number of, 1, \$1,000 00

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,528 44
Repairs of bridges,	597 24
Repairs of buildings and fixtures,	400 00
Total for maintenance of way,	\$7,525 68
Cost per mile of road kept in repair,	\$301 01
Proportion for Pennsylvania,	301 01

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,578	26
Repairs of passenger, baggage and mail cars,	27	50
All other expenses for maintenance of motive power and cars,	4,249	82
Total for maintenance of motive power and cars,	\$5,855	06
Cost per mile of road operated,	224	20
Proportion for Pennsylvania,	224	20

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$14,433	47
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signal-men, gate-keepers, and watchmen,	1,118	70
Fuel—number of tons of coal, 1,017; cost,	332	54
Oil and waste,	1,397	47
Taxes,	1,016	45
Insurance,	148	01
Telegraph expenses,		
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	15,185	11
Total miscellaneous,	\$33,636	75
Amount per mile of road operated,	\$122	64
Proportion for Pennsylvania,	122	64
Total expenditures for operating the road,	47,017	51
Total charged to road and equipment,	10,000	00
Expenses per mile of the road operated,	1,880	70
Expenses per mile of single track operated, not including sidings,	1,959	06
Expenses per train mile,	1	43

EARNINGS.

Passenger transportation, local and through,	\$3,540	91
Freight transportation, local and through,	35,271	54
Mail service,	603	48
Express service,	127	88
Rents,	3,878	79
All other sources of income,	19,665	08
Total,	\$63,087	63
Operating Expenses.		
Maintenance of way and buildings,	\$7,525	68
Maintenance of motive power and cars,	5,855	08
Miscellaneous,	33,636	75
Total operating expenses, being over 74 per cent. of earnings,	\$47,017	51
Net earnings,	\$16,070	12
Earnings per mile of road operated,	\$2,523	51
Expenses per mile of road operated,	1,880	70
Net earnings,	642	81

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Central Express.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$974 19 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,000,000 00

STATE OF PENNSYLVANIA, }
County of Bradford, } ss:

Personally appeared before me, N. N. Betts, president, and William C. Townsend, treasurer, of the State Line and Sullivan Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of their knowledge and belief.

(Signed) N. N. BETTS, *President.*
WM. C. TOWNSEND, *Treasurer.*

Sworn and subscribed before me, this 2d day of February, A. D. 1880.
W. H. DODGE, *Notary Public.*

R E P O R T

OF THE

Sunbury and Lewistown Railway Company, for the year ending 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Aaron Fires, President,	Philadelphia.
George Bull, Secretary,	Philadelphia.
J. Hart, Treasurer,	Doylestown, Pa.
James H. Campbell, General Solicitor,	—
<i>Names of Directors.</i>	<i>Residences.</i>
James H. Campbell,	Philadelphia.
Josiah Hart,	Doylestown, Pa.
Samuel G. Lewis,	Philadelphia.
John W. Moffly,	Philadelphia.
George Shannon,	Norristown, Pa.
R. W. Shenk,	Lancaster, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$600,000	00
Capital stock authorized by votes of company,	12,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock paid in by last report,	161,000	00
Capital stock, total amount now paid in,	161,000	00
Capital stock, number of shares issued,	12,000	
Capital stock, amount paid in on each share, about,	13	41 1/2
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.	
First mortgage bonds, (due July 1, 1896, bear interest at seven per cent., which is payable January and July 1,) amount,	\$500,000 00
Total amount now of funded debt,	\$500,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Lewistown to Selinsgrove,	44	
Aggregate length of main line and branches,	44	

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Miles of iron rail in use,	38.46
Miles of steel rail in use,	6.18
Weight of rail per yard, { Iron,	52 pounds.
Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	73
Wooden bridges, number of, 66 ; aggregate length,	4,240 feet.
Wooden trestles, number of, 7 ; aggregate length,	3,142 feet.

Stations.

Number of stations on main road : Passenger, 16 ; freight, 14 ; total,	30
Number of engine-houses and shops in Pennsylvania, 7 ; total number entire road,	7
Number of wood and water stations on main road,	4

How is track laid, and on what foundation? White-oak cross-ties, on stone ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 12,000 shares.
Amount of stock issued as stock dividends, and dates of
issue: Whole amount issued in the year 1876; no other
stock issued.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Aaron Fries, president, and J. Hart, treasurer, of the Sunbury and Lewistown Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending A. D. 187 , according to the best of their knowledge and belief.

(Signed,)

AARON FRIES, *President.*
J. HART, *Treasurer.*

Sworn and subscribed before me, this 5th day of February, A. D. 1880.
WM. P. SWOPE, *Notary Public.*

REPORT

OF THE

Sunbury, Hazleton and Wilkes-Barre Railway Company, for the year ending December 31, 1879.

OFFICERS ELECTED MAY 19, 1879.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
William Taylor, Treasurer,	Cambridge, N. J.

General office at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
W. B. Cummings,	Philadelphia.
Wistar Morris,	Philadelphia.
Henry M. Phillips,	Philadelphia.
G. B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. Price Wetherill,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$3,350,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock, total amount now paid in,	1,000,000	00
Capital stock, number of shares issued, 20,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due, bear interest at five per cent., which is payable,) amount,	\$1,000,000	00
Second mortgage bonds, (due, bear interest at six per cent., which is payable,) amount,	1,350,000	00
Total amount now of funded debt,	\$2,350,000	00

COST.

Total cost of entire road to date, \$3,500,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Sunbury to Tomhicken,	43.44	43.44
Length of single main track,	43.44	43.44
Aggregate length of leased roads,	43.44	43.44
Aggregate length of sidings, and other track not above enumerated,	6.88	6.88
Aggregate length of main line, branches, leased roads, sidings, and other track,	49.72	49.72

Gauge.

What is the guage of your lines? 4 feet 9 inches.

Bridges and Trestles.

Number of bridges and trestles on whole line, 29
Wooden bridges, number of, 13; aggregate length, . . . 873 feet.
Wooden trestles, number of, 16; aggregate length, . . . 4,123 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Catawissa railroad at Catawissa.

Stations.

Number of stations on main road, passenger, 15; freight, 13; total, 28

Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 5
How is track laid and on what foundation? White oak cross-ties and stone ballast.

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for fifty years, from May 1, 1878.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 20,000 shares.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, J. N. DuBarry, president, and W. Taylor, treasurer, of the Sunbury, Hazleton and Wilkes-Barre Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) J. N. DuBARRY, *President.*
W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.
JOHN C. SIMS, Jr., *Notary Public.*

R E P O R T

OF THE

*Susquehanna and Clearfield Railroad Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	Cambridge, N. J.
General office at 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$700,000	00
Capital stock authorized by votes of company,	700,000	00
Capital stock, amount subscribed,	175,000	00
Capital stock, total amount now paid in,	17,500	00
Capital stock, number of shares issued,	3,500	
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Total cash realized from capital stock and debt, \$17,500 00

CHARACTERISTICS OF ROAD.

Main Line.

Length of main line—from near Keating, on Philadelphia and Erie rail-
road, to near mouth of Moshannon creek, about thirty-five miles. All in
Pennsylvania.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. B. Roberts, president, and W. Tay-
lor, treasurer, of the Susquehanna and Clearfield Railroad Company,
who, being duly sworn, do depose and say that they caused the fore-
going statements to be prepared by the proper officers and agents of this
company, and having carefully examined the same, declare them to be a
true, full, and correct statement of the condition and affairs of said com-
pany for the financial year ending December 31, A. D. 1879, according to
the best of their knowledge and belief.

(Signed) G. B. ROBERTS, *President.*
W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.
JOHN C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

*Slate Ridge and Delta Railway Company, for the year
ending December 31, 1879.*

OFFICERS.

Names.	Residences.
Foulk Jones, President,	Slate Hill, York county.
John Macomber, Secretary,	Delta, York county.
S. G. Boyd, Treasurer,	York, York county.

Names of Directors.	Residences.
John Macomber,	Delta, York county.
Robert S. Parke,	Delta, York county.
Edger Mobley,	Bryansville, York county.
John S. Murphey,	Woodbine, York county.
John S. McElwain,	Fawn Grove, York county.
H. W. Ramsay,	Delta, York county.
William J. McCurdy,	Slate Hill, York county.
S. G. Boyd,	York, York county.
A. C. McCurdy,	Bryansville, York county.
Asa Jones,	Fawn Grove, York county.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000	00
Capital stock, amount subscribed,	2,000	00
Capital stock, total amount now paid in,	200	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Total cash realized from capital stock,	\$200	00
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COST.

Total cost of entire road to date,	\$109	00
Average of same per mile of road,	109	00
Proportion of same for Pennsylvania,	109	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Delta station, on Peach Bottom railway, to Pennsylvania and Maryland State line, near Delta, Pa.,	1	1
Length of main track,	1	1

Gauge.

What is the gauge of your lines?	3 feet.
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The Slate Ridge and Delta Railway Company has been organized under the act of the Legislature of Pennsylvania to authorize the formation and regulation of railroad corporations, approved the 4th day of April, A. D. 1868, and the supplements thereto, to construct a connecting link between the Peach Bottom railway, near Delta, in York county. Pennsylvania, and the Baltimore and Delta railway, a corporation created under the laws of Maryland, at a point on the Pennsylvania and Maryland State line, near the said village of Delta.

The line has been finally located. The right of way has been secured, and the grading and masonry, which is very light, has been let to responsible parties at satisfactory rates. But, as yet, no grading has been done, and no expenditures have been made on account of construction.

STATE OF PENNSYLVANIA, }
County of York, } ss :

Personally appeared before me, Foulk Jones, president, and S. G. Boyd, treasurer, of the Slate Ridge and Delta Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

FOULK JONES, *President.*

S. G. BOYD, *Treasurer.*

Sworn and subscribed before me, this 12th day of January, A. D. 1880.

JOHN MACOMBER, *Justice of the Peace.*

REPORT

OF THE

Somerset and Cambria Railroad Company, for the year ending September 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. Donnelly, President,	Pittsburgh, Pa.
Welty McCullough, Secretary,	Greensburg, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Robert Garrett,	Baltimore, Md.
J. G. Harvey,	Baltimore, Md.
C. C. Musselman,	Somerset, Pa.
W. H. Koonts,	Somerset, Pa.
Welty McCullough,	Greensburg, Pa.
D. J. Morrell,	Johnstown, Pa.

CAPITAL STOCK.

Capital stock, amount subscribed.	\$100,000	00
Capital stock, par value of each share,	50	00

DEBT.

Bonded Debt.			
Total amount now of bonded debt,		\$75,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Rockland to Somerset, about,		9
Length not completed, about,		35

How is track laid, and on what foundation? Iron rails, on oak ties, in stone bed.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
August, 1879,	\$305	90
September, 1879,	457	50
Total,	\$763	40

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
August, 1879,	\$204	58
September, 1879,	469	84
Total,	\$674	42

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
August, 1879,	\$31	00	. . . . .	. . . . .	. . . . .	. . . . .
September, 1879,	70	55	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$101	55	. . . . .	. . . . .	. . . . .	. . . . .

Total passenger earnings for the year,	\$763	40
Total freight earnings for the year,	674	42
Total earnings from all other sources,	101	55
Total earnings for the year,	\$1,539	37

EARNINGS.

Total earnings,	\$1,539	37
Operating Expenses.		
Maintenance of way and buildings, motive power and cars. and pay-roll vouchers	687	55
Total operating expenses, being 55 per cent of earnings.		
Net earnings,	\$851	62

On the 15th of August, 1879, the road passed into present hands, previous to which time we cannot furnish data for this report.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Baltimore and Ohio Express. Fifteen cents per hundred pounds.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? They have their own offices.

STATE OF PENNSYLVANIA,)
County of Allegheny,) ss:

Personally appeared before me, Charles Donnelly, president, and Welty McCullough, secretary, of the Somerset and Cambria Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed) C. DONNELLY, *President.*
WELTY McCULLOUGH, *Secretary.*

Sworn and subscribed before me, this 5th day of March, A. D. 1880.
JOHN M. ROURKE, *Notary Public.*

REPORT

OF THE

Salisbury and Baltimore Railroad and Coal Company,
for the year ending November 3, 1879.

OFFICERS.		
Names.		Residences.
John Anspach, President.		Philadelphia.
Charles E. Anspach, Secretary and Treasurer,		Philadelphia.
A. H. Coffroth, General Solicitor,		Somerset. Pa.
F. T. Wilson, Chief Engineer,		Jersey Shore, Pa.
Names of Directors.		
		Residences.
John Anspach,		Philadelphia.
Charles E. Anspach,		Philadelphia.
F. J. Anspach,		Philadelphia.
James Anspach,		Philadelphia.
F. T. Wilson,		Jersey Shore, Pa.

CAPITAL STOCK.		
Capital stock authorized by law,	\$1,500,000	00
Capital stock authorized by votes of company, 30,000 shares.		
Capital stock, total amount now paid in, as near as can be ascertained,	64,000	00
Capital stock, number of shares issued, 7,843		
Capital stock, par value of each share,	50	00

For detailed report of railroad, see Salisbury Railroad Company report.
W. S. BISSELL, *President.*

STATE OF PENNSYLVANIA,) ss :
County of Philadelphia,)

Personally appeared before me, Charles E. Anspach, secretary and treasurer of the Salisbury and Baltimore Railroad and Coal Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 3, A. D. 1879, according to the best of his knowledge and belief.

(Signed)CHAS. E. ANSPACH,
Secretary and Treasurer.

Sworn and subscribed before me, this 5th day of April, A. D. 1880.
W. W. DOUGHERTY,
Notary Public.

REPORT
OF THE
*Shenango and Allegheny Railroad Company, for the
year ending November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. G. Egbert, President,	Franklin, Pa.
T. H. Wells, First Vice President,	Youngstown, O.
R. B. Roosevelt, Second Vice President,	New York city.
T. H. Linnell, Secretary,	Greenville, Pa.
C. A. Derickson, Treasurer,	Meadville, Pa.
J. T. Blair, General Superintendent,	Greenville, Pa.

General office at Greenville, Mercer county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
R. B. Roosevelt,	New York city.
S. Burke,	Cleveland, O.
D. Derickson,	Meadville, Pa.
S. C. T. Dodd,	Franklin, Pa.
H. B. Wick,	Youngstown, O.
J. M. Bredin,	Franklin, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	200,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	200,000	00
Capital stock, total amount now paid in,	200,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,		50

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1889, and July 1, 1907,) bear interest at seven per cent., which is payable semi-annually,) amount,	\$1,105,000	00
Total amount now of funded debt,	\$1,105,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$75,035	31
Debt incurred for any other purpose,	84,339	66
The amount now of floating debt,	159,374	97
Funded debt as per last report,	\$1,097,000	00
Floating debt as per last report,	166,396	46
Total cash realized from capital stock and debt,	\$1,107,495	18

COST.

Total cost of entire road to date,	\$1,046,630	87
Average of same per mile of road laid,	22,752	84½
Proportion of same for Pennsylvania,	22,752	84½
Total cost of entire equipment,	147,940	34
Average cost of equipment per mile of road operated by company,	3,216	09
Proportion of same for Pennsylvania,	3,216	09
Cost of road and equipment per mile,	25,968	94
Proportion of same for Pennsylvania,	25,968	94

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Shenango to Hilliard,	46	46
Length of single main track,	46	46
Aggregate length of main line and branches,	46	46
Aggregate length of sidings and other track not above enumerated,	8½	8½
Aggregate length of main line, branches, leased roads, sidings, and other track,	54½	54½

Gauge.

What is the gauge of your lines? 4 feet 9¼ inches.

Track.

Miles of iron rail in use, 54½
Miles of steel rail in use, ½
Weight of rail per yard, { Iron, 50, 56, 60, 64 and 68
 { Steel, 56

What is the relative durability, practicability of use and value, as used on your road? Steel rail not in use long enough to give comparison.

Bridges and Trestles.

Number of bridges and trestles on whole line, 24
Wooden bridges, number of, 23; aggregate length, 893 feet.
Wooden trestles, number of, 4; aggregate length, 705 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Atlantic and Great Western railroad, at Shenango, Pa.; New Castle and Franklin railroad, near Mercer, Pa.

Number of crossings of highways, at grade, in this Commonwealth, 54
Number of crossings of highways under railroad, 2
Number of crossings at which there are neither gates nor flagmen, 54

What regulations govern your employes in regard to these crossings? Three blasts of whistle and ringing the bell to give notice of approaching train.

Stations.

Number of stations on main road : Passenger, 1 ; passenger and freight, 11 ; total,	12
Number of engine-houses and shops in Pennsylvania, 3 ; total number entire road,	3
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of roadway,	\$25,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$25,000 00
How is track laid, and on what foundation ? Track laid with cross-ties on gravel and coal slack ballast.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	4	\$7,864	72
Number of locomotives of more than 20 tons weight,	2	7,864	72
Number of first-class passenger cars,	2	4,500	00
Number of baggage, mail and express cars : owned, 1, leased, 1, total,	2	2,200	00
Number of freight cars, { House cars, 4 } { Trucks, 27 }	31	777	40
Number of coal, ore, and stone cars,	65	800	00
Number of caboose cars,	5	800	00
Number of oil-tank cars, 51 : leased, 33 ; owned,	18	722	67

What kind of train brake is in use on your road ? Hand brake.	
Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	17
Average weight of passenger trains, including locomotive and tender, in working order,	70 tons.
Average weight of freight trains, including locomotive and tender, in working order,	256 tons.

Employees.

Average number of persons regularly employed by company, including officials,	125
Same in Pennsylvania,	125

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of passengers (all classes) carried in cars,	27,851
Number of passengers carried one mile,	500,642
Number of passengers carried one mile in Pennsylvania,	500,642
Number of tons of freight carried one mile,	8,907,479
Number of tons of freight carried one mile in Pennsylvania,	8,907,479
Gross amount of tonnage for the year, (2,000 pounds per ton,)	288,465

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878,	2,317	June, 1879,	1,745
December, 1878,	1,732	July, 1879,	2,913
January, 1879,	1,586	August, 1879,	3,310
February, 1879,	2,509	September, 1879,	3,290
March, 1879,	2,386	October, 1879,	2,068
April, 1879,	2,041	November, 1879,	1,954

Amount of Freight, specifying the quantity in tons of 2000 pounds.

Bituminous coal,	144,043	Agricultural products,	6,208
Petroleum and other oils,	95,146	Merchandise and manufactures,	11,295
Pig iron,	13	Live stock,	10
Other iron or castings,	833	Lumber,	10,551
Iron and other ores,	8,030	Other articles,	10,553
Stone and lime,	1,783		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class way passengers,	3.47 cents.
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Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For local freight, per ton per mile,	2.253 cents.
For local coal, per ton per mile,	1.602 cents.
For local oil, per ton per mile,	1.169 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1878,		\$1,397 25	\$1,397 25
January, 1879,		1,129 75	1,129 75
February, 1879,		1,061 20	1,061 20
March, 1879,		1,760 04	1,760 04
April, 1879,		1,629 70	1,629 70
May, 1879,		1,410 10	1,410 10
June, 1879,		1,177 45	1,177 45
July, 1879,		1,641 85	1,641 85
August, 1879,		1,786 83	1,786 83
September, 1879,		1,675 55	1,675 55
October, 1879,		1,461 30	1,461 30
November, 1879,		1,259 42	1,259 42
Total,		\$17,390 44	\$17,390 44

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1878,		\$8,301 68	\$8,301 68
January, 1879,		12,887 09	12,887 09
February, 1879,		9,227 29	9,227 29
March, 1879,		13,125 37	13,125 37
April, 1879,		10,280 51	10,280 51
May, 1879,		12,028 44	12,028 44
June, 1879,		8,399 68	8,399 68
July, 1879,		5,970 25	5,970 25
August, 1879,		6,839 52	6,839 52
September, 1879,		9,147 57	9,147 57
October, 1879,		17,046 70	17,046 70
November, 1879,		16,930 34	16,930 34
Total,		\$130,184 44	\$130,184 44

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous	Total.
December, 1878,	\$162 86	\$54 34		\$217 20
January, 1879,	162 86	25 39		188 25
February, 1879,	162 86	16 28		179 14
March, 1879,	162 86	28 19		191 05
April, 1879,	162 86	28 59		191 45
May, 1879,	162 86	44 06		206 92
June, 1879,	162 86	29 31		192 17
July, 1879,	162 87	49 02		211 89
August, 1879,	162 87	26 79		189 66
September, 1879,	162 87	30 75	\$203 00	396 62
October, 1879,	162 87	38 07		200 94
November, 1879,	162 87	65 88	114 00	342 75
Total,	\$1,954 37	\$436 67	\$317 00	2,703 04

Total passenger earnings for the year.	\$17,390 44
Total freight earnings for the year,	130,184 44
Total earnings from all other sources,	2,703 04
Total earnings for the year,	\$150,282 92
Total receipts from all sources on whole length of line,	\$150,282 92
Proportion of earnings in Pennsylvania to earnings of whole line,	150,282 92

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Engine-houses, car sheds, wood and coal sheds, and water tanks,	\$104 30
Total,	\$104 30
Proportion for Pennsylvania,	\$104 30

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, bridges included,	\$22,748	67
New iron rails, number of tons, 106 $\frac{1}{2}$ $\frac{1}{4}$,	3,213	40
Repairs of buildings and fixtures,	1,148	37
Repairs of fences,	13	80
Total for maintenance of way,	\$27,124	24
Cost per mile of road kept in repair,	589	65 $\frac{1}{4}$
Proportion for Pennsylvania,	589	65 $\frac{1}{4}$

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$7,722	75
Repairs of passenger, baggage, mail, and freight cars,	9,918	85
Total for maintenance of motive power and cars,	\$17,671	60
Cost per mile of road operated,	\$384	16 $\frac{1}{2}$
Proportion for Pennsylvania,	384	16 $\frac{1}{2}$

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$17,682	94
Wages of switchmen, signal-men, gate-keepers, and watchmen,	1,148	70
Fuel—number of cords of wood, 343, cost,	456	98
Fuel—number of tons of coal, 505 $\frac{1}{2}$, cost,	6,995	04
Oil and waste,	1,057	55
Damage for loss of goods and baggage,	298	99
Taxes,	2,042	52
Insurance,	72	00
Amount paid other corporations or individuals for use of all other cars,	13,512	70
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	7,303	21
Total miscellaneous,	\$50,570	63
Amount per mile of road operated,	1,099	36 $\frac{7}{8}$
Proportion for Pennsylvania,	1,099	36 $\frac{7}{8}$
Total expenditures for operating the road,	95,366	47
Total charge to road and equipment,	104	30
Expenses per mile of the road operated,	2,073	18

EARNINGS.

Passenger transportation, local and through,	\$17,390	44
Freight transportation, local and through,	130,184	44
Mail service,	1,954	37
Express service,	436	67
All other sources of income,	317	00
Total,	\$150,282	92
Operating Expenses.		
Maintenance of way and buildings,	\$27,124	24
Maintenance of motive power and cars,	17,671	60
Miscellaneous,	50,570	63
Total operating expenses, being 63 $\frac{33}{100}$ per cent. of earnings,	95,366	47
Net earnings,	\$54,916	45

Deficit, after paying interest on bonds, rental of rolling stock, and all deductions from income,	\$40,294	25
Earnings per mile of road operated,	3,267	02
Expenses per mile of road operated,	2,073	18
Net earnings,	54,916	45
Deficit,	40,294	25

GENERAL BALANCE SHEET.

DR.		
Construction,	\$1,176,802	51
Real estate,	17,768	70
Discount on bonds,	197,504	82
Supplies in locomotive and car department,	2,910	19
Supplies in engineering department,	3,527	25
Supplies in stationery department,	1,455	61
Due by treasurer,	30	01
Due by agents on account of freight,	1,802	69
Due by agents on account of passengers,	130	46
Due by J. H. Devereux, receiver of A. and G. W. R. R.,	2,654	71
Due by Mercer Mining and Manufacturing company,	8,265	19
Due by Standard Oil Company,	2,878	66
Due by J. T. Blair, treasurer <i>pro tem.</i> ,	3,103	81
Due by U. S. Post-office Department,	624	00
Due by U. S. Express Company,	65	88
Due by U. S. Government,	41	80
Due by First National Bank, Cleveland, O.,	72	12
Due by Kimberly, Carnes & Co.,	654	08
Due by State of Pennsylvania,	56	04
Due by trustees,	334	73
Due by sundry individuals and companies,	3,332	62
General interest and exchange,	5,316	63
Perfection of title,	8	35
Use of foreign cars and engines,	13,532	68
Accrued interest on bonded debt,	74,829	91
Legal expenses,	150	00
Sarah Barry,	3,083	90
	\$1,520,947	35
CR.		
Capital stock,	\$200,000	00
First mortgage bonds, first issue,	905,000	00
First mortgage bonds, second issue,	200,000	00
Income,	56,458	38
Rents,	114	00
Due for interest on bonds,	61,944	10
Due for supplies,	7,978	10
Due for wages,	14,417	46
Due U. S. Rolling Stock Company,	5,938	14
Due bills payable,	66,500	23
Due Pithole Valley Railway Company,	930	64
Due sundry individuals and companies,	1,666	30
	\$1,520,947	35

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? United States Express Company. Terms, twenty cents per one hundred pounds.

What kind of business is done by them, and do you take freights at the depot, or at the office of such express companies? General express business. Goods taken from depot.

What amount have you paid other corporations, car loaning companies, or individuals, not operating railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? United States Rolling Stock Company, \$7,660 06; Thomas Mellon, \$1,536; Pithole Valley Railway Company, \$1,152.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,954 37 per annum; mails transported six times per week, each way, over the road.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$200,000 00

Surplus invested as follows:		
Balance of accounts due company,	\$24,046	80
Material, fuel, and stores,	7,893	05

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,
Others,	1	. . . . .	1	. . . . .
Total,	1	. . . . .	1	. . . . .

Statement of each Accident.

Reiss C. McGilvray, aged fourteen years, son of Lewis McGilvray, manager of the Greenville rolling-mill, found dead on track near rolling-mill, about four o'clock on Thursday morning, October 16, 1879, supposed to have been killed during the night by switch engine or cars while switching.

STATE OF PENNSYLVANIA,) ss :
County of Mercer,)

Personally appeared before me, Thomas H. Wells, vice president, and James T. Blair, auditor, of the Shenango and Allegheny Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true,

full, and correct statement of the condition and affairs of said company for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) THOMAS H. WELLS, *Vice President.*
J. T. BLAIR, *Auditor.*

Sworn and subscribed before me this 7th day of April, A. D. 1880.
RALPH MAXWELL, *Notary Public.*

REPORT

OF THE

Sharpsville Railroad Company, for the year ending December 31, 1879.

OFFICERS.

Officers.	Residences.
Walter Pierce, President,	Sharpsville, Pa.
David Agnew, Secretary and Treasurer,	Sharpsville, Pa.
Walter Pierce, General Superintendent,	Sharpsville, Pa.

Names of Directors.	Residences.
B. H. Henderson,	Sharon, Pa.
Joseph Forker,	Sharon, Pa.
John Phillips,	Sharon, Pa.
Jonas J. Pierce,	Sharpsville, Pa.
William L. Scott,	Erie, Pa.
H. C. Blossom,	Cleveland, O.

CAPITAL STOCK.

Capital stock authorized by law,	\$350,000	00
Capital stock authorized by votes of company,	850,000	00
Capital stock, amount subscribed,	850,000	00
Capital stock, total amount now paid in: Fully paid, \$318,850; partially, \$3,879 70; total,	817,729	70
Capital stock, number of shares issued for which certificates have been issued,	6,277	
Capital stock, amount paid in on each share, viz: On 6,277 shares,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Debt incurred for any other purpose, and for what: Labor, supplies, &c.,	\$5,618	47
The amount now of floating debt,	\$5,618	47
Total cash realized from capital stock and debt,	\$317,729	70

COST.

Total cost of entire road to date,	\$300,776	45
Average of same per mile of road laid,	14,794	70
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	25,650	00
Average cost of equipment per mile of road operated by company,	1,271	78
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile,	16,066	48
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sharpsville to Carbon,	10.00	All.
Length of single main track,	10.00	All.
Branches.		
Oakland branch, from Oakland Switch to Oakland Shaft No. 3, . . . . .	.51	All.
Home branch, from Home Switch to Home Shaft No. 2, . . . . .	.62	All.
Pierce Frampton branch, from Oakland Switch to Pierce Frampton Shaft,	1.16	All.
Neshannock branch, from Neshannock Switch to Phillips Shaft No. 2,	1.75	All.
Snyder branch, from Snyder Switch to Snyder Shaft No. 2,	1.30	All.
Hickory branch, from Hickory Switch to Hickory Shaft,	1.10	All.
Bethel branch, from Bethel Switch to Bethel Shaft, . . . . .	.25	All.
Carbon branch, from Lusk's Switch to Carbon Bank, . . . . .	.10	All.
Aggregate length of main line and branches, . . . . .	.80	All.
Aggregate length of sidings and other track not above enumerated, . . . . .	.10	All.
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	.20	All.

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, All iron.
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, (5 on main line, 2 on branches,)	7
Wooden bridges, number of, 3, (main line;) aggregate length,	90 feet.
Iron bridges, number of, 1, (main line;) aggregate length,	40 feet.
Wooden trestles, number of, 3, (1 main line;) aggregate length,	220 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? The Erie and Pittsburgh railroad, at Sharpsville, Mercer county, Pa.; the Middlesex and Bethel Coal railroad, at Bethel, Mercer county, Pa.

Number of crossings of highways, at grade, in this Commonwealth, (14 on main line, 5 on branches and yard track,)	19
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings, at grade, at which there are neither gates nor flagmen,	18

What regulations govern your employ  s in regard to these crossings? Regulations require engineer to blow whistle and ring bell on approaching crossings. Flagmen, at the one crossing where such employ   is stationed, warns teams of approach of engine or train by waving flag. No accident at a highway crossing has ever happened on this road.

Stations.

Number of stations on main road, freight,	1
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	1
Number of wood and water stations on main road,	2

How is track laid, and on what foundation? Fifty-sixth iron rail laid, with fish-plates, on cross-ties; about 2,640 ties per mile; ballast—gravel, furnace cinder, and mine waste.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	
Number of locomotives of more than 20 tons, and less than 30 tons weight,	3	
Number of coal cars, ore, and stone cars, (shippers furnish their own cars,)	8	

Average weight of freight trains, including locomotive and tender, in working order, about,

245 tons.

Employees.

Average number of persons regularly employed by company, including officials,

40

Same in Pennsylvania,

All.

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of tons of freight (coal) carried one mile, . . .

1,457,950

Gross amount of tonnage for the year, (2,000 pounds per ton,)

218,984

Average rate of speed adopted by freight trains, including stops, (miles per hour,) about,

12

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,

218,984

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through coal, per ton per mile,

2.60 cents.

For local coal, per ton per mile, about average,

2.93 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
July, 1879,	\$25	00	. . . . .	. .	\$25	00
October, 1879,	15	00	. . . . .	. .	15	00
Total,	\$40	00	. . . . .	. .	\$40	00

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	. . .	. .	\$2,414	25	\$2,414	25
February, 1879,	\$29	48	2,212	10	2,241	58
March, 1879,	46	12	1,208	88	1,249	96
April, 1879,	215	78	4,022	29	4,388	02
May, 1879,	243	76	4,452	84	4,696	10
June, 1879,	354	97	3,576	97	3,931	94
July, 1879,	407	35	3,887	59	4,294	94
August, 1879,	403	81	3,571	81	3,975	62
September, 1879,	324	74	3,051	84	3,376	58
October, 1879,	181	46	3,699	53	3,880	99
November, 1879,	198	52	2,512	22	2,710	74
December, 1879,	324	52	3,925	13	4,249	65
Total,	\$2,730	41	\$38,529	90	\$41,260	31

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,	\$124 50	\$124 50
February, 1879,	204 70	204 70
March, 1879,	284 89	284 89
April, 1879,	304 20	304 20
May, 1879,	251 61	251 61
June, 1879,	928 06	928 06
July, 1879,	576 60	576 60
August, 1879,	528 60	528 60
September, 1879,	620 60	620 60
October, 1879,	714 67	714 67
November, 1879,	695 05	695 05
December, 1879,	593 63	593 63
Total,	\$5,827 11	\$5,827 11
Total passenger earnings for the year,				\$40 00
Total freight earnings for the year,				41,260 31
Total earnings from all other sources,				5,827 11
Total earnings for the year,				\$47,127 42
Proportion of earnings in Pennsylvania to earnings of whole line, . All.				

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$9,212 39
Total,	\$9,212 39
Proportion for Pennsylvania, All.	

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$4,698 98
New iron rails, number of tons, 6,	324 92
Total for maintenance of way,	\$5,023 90
Cost per mile of road kept in repair,	\$247 11
Proportion for Pennsylvania, All.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,120 82
Repairs of freight cars,	50 38
Total for maintenance of motive power and cars,	\$3,171 20
Cost per mile of road operated,	\$162 22
Proportion for Pennsylvania, All.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to freight department, . .	\$9,177	52
Fuel—number of cords of wood, 212½; cost, \$212 50, . . . {	2,458	94
Fuel—number of tons of coal, 1,201.80; cost, \$2,246 44, {	87½	04
Oil and waste,	15	00
Damages for injuries to persons,	1,861	29
Taxes,	167	20
Insurance,	25	20
Telegraph expenses,		
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	8,099	81
Total miscellaneous,	\$16,676	50
Amount per mile of road operated,	\$820	29
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	16,676	50
Total charged to road and equipment,	24,871	60
Expenses per mile of the road operated,	1,223	89
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, through,	\$40	00
Freight transportation, local, \$38,529 90, {	41,260	81
Freight transportation, through, 2,780 41, { Total,	164	74
Rents,	5,827	11
All other sources of income,		
Total,	\$47,202	21
Operating Expenses.		
Maintenance of way and buildings,	\$5,023	90
Maintenance of motive power and cars,	3,171	20
Miscellaneous,	16,676	50
Total operating expenses, being 52.59 per cent. of earnings, . . .	\$24,871	60
Net earnings, \$47,292 21	\$22,420	61
Earnings per mile of road operated,	2,342	46
Expenses per mile of road operated,	1,223	89
Net earnings,	22,420	61

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction,	\$300,776	45	
Equipment,	25,650	00	
Inventory: Material on hand,	1,939	33	
Cash,	6,484	14	
Accounts receivable,	11,968	86	
	\$346,768	78	
CR.			
Capital stock authorized, \$350,000.			
Capital stock paid in full, \$313,850 00			
Capital stock, partial payments, 8,879 70			
	\$317,729	70	
Accounts payable,	5,618	47	
Sinking fund,	1,000	00	
Surplus,	22,420	61	
	\$346,768	78	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$313,850, for which certificates have been issued.

Rate and date of all cash dividends on stock of original and consolidated companies. January 20, 1879, cash dividend of three per cent. declared and paid, amounting to \$9,415 50.

Number and per cent. of dividends, one,	\$9,415	50
Paid to sinking fund,	1,000	00
Balance for the year, or surplus,	12,005	11
Surplus at commencement of the year,	10,415	50
Total surplus,	22,420	61

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	3	. . . . .	3
Others,
Total,	3	. . . . .	3

Statement of each Accident.

June, 1879. Jonas Ray, an employé of the company, in coupling cars at Oakland switch, injured one of his hands severely, which prevented him from resuming work for a short time.

September. Henry Myers, an employé of the company, lost one finger in coupling cars at Sharpsville.

Robert Lytle, an employé in attempting to get on the train while in motion, slipped and one of his feet was injured which disabled him from work for a short time. The date of this accident not remembered.

STATE OF PENNSYLVANIA, } ss :
County of Mercer, }

Personally appeared before me, Walter Pierce, president, and David Agnew, treasurer, of the Sharpsville Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year

ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

WALTER PIERCE, *President.*
DAVID AGNEW, *Treasurer.*

Sworn and subscribed before me, this 20th day of April, A. D. 1880.
P. J. BARTLESON, *Notary Public.*

REPORT

OF THE

Tioga Railroad Company, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
F. N. Drake, President,	Corning, N. Y.
H. H. Cook, Vice President,	New York city.
D. S. Drake, Secretary,	Elmira, N. Y.
H. H. Cook, Treasurer,	New York city.
L. H. Shattuck, General Superintendent,	Blossburg, Pa.
C. C. Drake, General Freight and Passenger Agent,	Elmira, N. Y.

General offices at Elmira, Chemung county, New York.

Names of Directors.	Residences.
F. N. Drake,	Corning, N. Y.
J. A. Drake,	Corning, N. Y.
A. S. Kendall,	Corning, N. Y.
D. S. Drake,	Elmira, N. Y.
L. H. Shattuck,	Blossburg, Pa.
S. F. Reynolds,	Elmira, N. Y.
H. H. Cook,	New York city.
E. C. Cook,	Bath, N. Y.
C. C. Drake,	Elmira, N. Y.
H. D. V. Pratt,	Elmira, N. Y.
M. P. Bush,	Buffalo, N. Y.
J. W. Bush,	Buffalo, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	11,618	00
Capital stock, amount subscribed,	580,900	00
Capital stock paid in by last report,	580,900	00
Capital stock, total amount now paid in,	580,900	00
Capital stock, number of shares issued, 11,618		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1882, bear interest at seven per cent.,) amount,	\$239,500	00
Third rail mortgage bonds, (due November 1, 1896, bear interest at seven per cent.,) amount,	125,000	00
Tioga railroad extension bonds, (due October 1, 1905, bear interest at seven per cent.,) amount,	265,000	00
Total amount now of funded debt,	\$629,500	00
Total amount now of floating and funded debt,	629,500	00
Total cash realized from capital stock and debt,	\$1,210,400	00

COST.

Total cost of entire road to date, 68 miles,	\$1,539,836	04
Average of same per mile of road laid,	22,644	65
Proportion of same for Pennsylvania, 58.6 miles,	1,326,976	49
Total cost of entire equipment, 48 miles,	506,098	85
Average cost of equipment per mile of road operated by company,	7,442	63
Proportion of same for Pennsylvania, 58.6 miles,	436,138	12
Cost of road and equipment per mile,	30,087	28
Proportion of same for Pennsylvania, 58.6 miles,	1,768,114	47

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from State Line Junction to Arnot, Pa. . .	50 ¹ / ₈	44 00
Branches.		
From Blossburg to Morris Run, length of single track,	4	4
Leased Roads.		
From State Line to junction with Northern Central Railway, near city of Elmira, New York, length of road,	6 ¹ / ₈	
Aggregate length of main line and branches,	48	
Aggregate length of leased roads,	6 ¹ / ₈	
Aggregate length of sidings and other track not above enumerated,	13 ¹ / ₈	
Aggregate length of main line, branches, leased roads, sidings, and other track,	68	58 ¹ / ₈

There is third rail on whole line and switches, excepting four miles on branch from Blossburg to Morris Run.

Gauge.

What is the gauge of your lines? There is third rail, making gauge 4 feet 8½ inches and 6 feet.

Track.

Miles of iron rail in use, 35

Miles of steel rail in use, steel and steel top,	33
Weight of rail per yard, { Iron,	56 and 64
Steel,	60 and 66

Bridges and Trestles.

Number of bridges and trestles on whole line,	24
Wooden bridges, number of, 22; aggregate length, . . .	1,465 feet.
Iron trestles, number of, 2; aggregate length,	1,220 feet.

Stations.

Number of stations on main road, passenger and freight, .	16
Number of stations on branches, passenger and freight, .	2
Number of stations on leased roads, passenger and freight,	4
Number of engine-houses and shops in Pennsylvania, 4;	
total number entire road,	5
Number of wood and water stations on main road, . . .	6
Number of wood and water stations on branches,	2
Number of wood and water stations on leased roads, . .	1
Value of real estate held by the company, exclusive of road-	
way,	\$39,901 51
Value of real estate held by the company, exclusive of road-	
way, in Pennsylvania,	37,901 51
How is track laid, and on what foundation? On oak, chestnut, and hem-	
lock ties; fish plates, joints, and gravel and loam.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	1	\$12,500	00
Number of locomotives of more than 30 tons weight,	6	10,600	00
Number of locomotives of more than 20 tons weight,	10	10,600	00
Number of first-class passenger cars,	5	3,000	00
Number of second-class passenger cars,	3	2,500	00
Number of baggage, mail, and express cars,	3	2,000	00
Number of freight cars: House cars, 18; trucks, 58; total, . .	76	500	00
Number of coal, ore, and stone cars,	866	240	00
Number of caboose cars,	7	500	00

Average number of cars in passenger trains, including	
baggage cars,	2
Average number of cars in freight trains, eight-wheels, .	35
Average weight of passenger trains, including locomotive	
and tender, in working order,	63 tons.
Average weight of freight trains, including locomotive and	
tender, in working order,	365 tons.

Employees.

Average number of persons regularly employed by com-	
pany, including officials,	250
Same in Pennsylvania,	250

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains,	66,865
Number of miles run by freight trains,	36,092
Number of miles run by coal trains,	184,872
Number of through passengers for the year on main road,	4,431½
Number of passengers (all classes) carried in cars,	73,186½
Number of passengers carried one mile,	1,002,888
Number of passengers carried one mile in Pennsylvania,	753,163
Number of tons of 2,000 pounds of through freight for the year on main road,	670,720
Number of tons of freight carried one mile,	28,333,648
Number of tons of freight carried one mile in Pennsylvania,	26,172,049
Gross amount of tonnage for the year, (2,000 pounds per ton,)	691,137
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	4,895½	July, 1879,	7,219
February, 1879,	4,551½	August, 1879,	7,224
March, 1879,	5,333½	September, 1879,	5,800½
April, 1879,	6,176	October, 1879,	6,768½
May, 1879,	5,958½	November, 1879,	6,268½
June, 1879,	5,996	December, 1879,	6,940

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	1,520	Stone and lime,	2,496
Bituminous coal,	647,653	Agricultural products,	8,269
Petroleum and other oils,	334	Merchandise and manufactures,	13,920
Pig iron,	45	Live stock,	632
Railroad iron,	700	Lumber,	14,422
Other iron or castings,	600	Other articles,	513
Iron and other ores,	33		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.
For second-class through passengers,	3 cents.
For second-class way passengers,	3½ cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	5 cents.
For through coal, per ton per mile,	2½ cents.

Special rates, when run in quantities of 100,000 tons, per
 ton per mile, 1½ cents.
 For local freight, per ton per mile, 7 cents.
 For local coal, per ton per mile, 4 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$1,771 82
February, 1879,			1,687 29
March, 1879,			2,188 68
April, 1879,			2,891 85
May, 1879,			2,213 55
June, 1879,			2,278 70
July, 1879,			3,339 02
August, 1879,			3,821 58
September, 1879,			2,472 48
October, 1879,			2,715 67
November, 1879,			2,298 09
December, 1879,			2,588 49
Total,			\$29,267 17

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,			\$22,092 04
February, 1879,			23,180 58
March, 1879,			25,141 43
April, 1879,			26,514 77
May, 1879,			29,009 28
June, 1879,			31,651 71
July, 1879,			31,346 74
August, 1879,			26,541 06
September, 1879,			26,519 26
October, 1879,			33,892 40
November, 1879,			32,566 05
December, 1879,			42,010 28
Total,			\$350,465 55

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,		\$53 89	\$83 21	\$136 60
February, 1879,	\$737 44	53 64	79 62	870 70
March, 1879,		68 33	373 90	442 23
April, 1879,		92 81	84 07	176 88
May, 1879,	739 52	131 72	107 09	978 33
June, 1879,		184 53	433 11	617 64
July, 1879,	739 52	147 15	305 31	1,191 98
August, 1879,		161 02	95 65	756 67
September, 1879,		174 79	691 47	866 26
October, 1879,	739 52	121 85	238 24	1,099 61
November, 1879,		110 58	98 18	203 76
December, 1879,		111 04	540 23	651 27
Total,	\$2,956 00	\$1,410 85	\$3,125 08	\$7,491 98

Total passenger earnings for the year,	\$29,267	17
Total freight earnings for the year,	350,465	55
Total earnings from all other sources,	7,491	93
Total earnings for the year,	\$387,224	65
Total receipts from all sources on whole length of line,	\$387,224	65

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$5,469	37
Passenger and freight houses,	1,573	79
Engine-houses, car-sheds, wood and coal-sheds, and water-tanks,	430	00
New locomotives, number, 1,	4,000	00
New freight cars, number, 10,	4,262	92
New machine shops, machinery, and tools,	595	78
Total,	\$16,331	86

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$27,945	10
New steel-top rails, number of tons, 76,	2,685	00
New steel rails, number of tons, 100,	5,500	00
Repairs of bridges,	577	84
Repairs of buildings and fixtures,	1,904	50
Repairs of fences,	275	42
All other expenses for maintenance of way,	2,266	30
Total for maintenance of way,	\$41,244	16

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$17,400	49
Repairs of machinery,	2,938	33
Repairs of passenger, baggage, and mail cars,	1,502	34
Repairs of freight cars,	20,791	02
Total for maintenance of motive power and cars,	\$42,632	18

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$56,900	49
Wages of switchmen, signal-men, gate-keepers, and watchmen,	3,364	06
Fuel—coal,	17,690	98
Oil and waste,	5,321	80
Damages for injuries to persons,	150	00
Damages for cattle killed or injured,	100	00
Damages for loss of goods and baggage,	50	00
Back revenue taxes,	21,600	99
Taxes,	5,580	15
Insurance,	1,147	00
Telegraph expenses,	4,833	27
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	14,978	46
Total miscellaneous,	\$131,777	29
Total expenditures for operating the road,	\$215,653	63
Total charged to road and equipment,	16,331	86
Expenses per mile of the road operated,	3,411	55
Expenses per mile of single track operated, not including sidings,	4,248	82

EARNINGS.

Passenger transportation, local and through,	\$29,267	17
Freight transportation, local and through,	350,465	55
Mail service,	2,958	00
Express service,	1,410	85
Rents,	1,953	75
All other sources of income,	1,171	33
Total,	\$387,224	65
Operating Expenses.		
Maintenance of way and buildings,	\$41,244	16
Maintenance of motive power and cars,	42,632	18
Miscellaneous,	131,777	29
Total operating expenses, being 55 ⁷ / ₁₀ per cent. of earnings,	215,653	63
Net earnings,	\$171,571	02
Earnings per mile of road operated, (54 ⁴ / ₁₀ miles,)	\$7,092	02
Expenses per mile of road operated, (54 ⁴ / ₁₀ miles,)	3,949	70
Net earnings, (54 ⁴ / ₁₀ miles,)	\$3,142	30

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repair of cars, &c. ? United States Express Company ; pay eighteen cents per one hundred pounds, from all stations.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service ? Main line, \$57 28 per mile ; branches, \$42 75 per mile.

STOCK AND DIVIDENDS.

Amount of preferred stock,	\$189,700	00
Amount of common stock now outstanding,	391,200	00

Balance for the year, or surplus,	\$123,712	13
Surplus at the commencement of the year,	1,293,846	74
Total surplus,	\$1,417,558	87
Surplus invested as follows :		
Cash and loans,	\$1,020,316	90
Balance of accounts due company,	286,273	04
Material, fuel, and stores,	35,786	29
Other items,	75,182	64

STATE OF NEW YORK, }
County of Steuben, } ss :

Personally appeared before me, Franklin N. Drake, president, and H. H. Cooke, treasurer, of the Tioga Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be pre-

pared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

FRANKLIN N. DRAKE, *President.*

H. H. COOKE, *Treasurer.*

Sworn and subscribed before me by Franklin N. Drake, this 27th day of January, A. D. 1879.

CHAS. H. THOMPSON,

Commissioner for Pennsylvania.

Sworn to and subscribed before me, by the above-named H. H. Cooke, treasurer, in the city of New York, county and State of New York, this 28th day of January, A. D. 1880.

Witness my hand and official seal.

WILLIAM H. CLARKSON,

Commissioner for Pennsylvania in New York.

REPORT

OF THE

Tresckow Railroad Company, for the year ending December 31, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
E. W. Clark, President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George Whitney,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
James M. Willcox,	Philadelphia.
Edward Lewis,	Philadelphia.
E. Hill,	Philadelphia.
C. F. Howell,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	130,000	00
Capital stock, amount subscribed,	130,000	00
Capital stock paid in by last report,	130,000	00
Capital stock, total amount now paid in,	130,000	00
Capital stock, number of shares issued,	2,600	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$101,454 31		
The amount now of floating debt,		\$101,454	31
Floating debt as per last report,	\$100,866 81		

COST.

Total cost of entire road to date, \$231,454 31

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Silverbrook to Audenried,		6½
Length of single main track,		6½
Aggregate length of sidings and other track not above enumerated,		7½
Aggregate length of main line, branches, leased roads, sidings, and other track,		7½

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 7.2 miles.
Weight of rail per yard, steel, 50 pounds.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lehigh Valley railroad at Audenried, Pa.

Stations.

Number of stations on main road, passenger and freight, . 2
Number of wood and water stations on main road, . . . 2
How is track laid and on what foundation? Ordinary track, on ballast.
Operated in connection with the Lehigh and Susquehanna railroad, therefore no separate account is kept of its business.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$130,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:
Personally appeared before me, E. W. Clark, president, and S. Shep-

perd, treasurer, of the Tresckow Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 187 , according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*
S. SHEPPERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880.
W. C. ALDERSON, *Notary Public.*

R E P O R T

OF THE

Tyrone and Clearfield Railway Company, for the year ending December 31, 1879.

OFFICERS, ELECTED MAY 5, 1879.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.
General office at 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
Thomas A. Scott,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock paid in by last report,	1,000,000	00
Capital stock, total amount now paid in,	1,000,000	00
Capital stock, number of shares issued, 20,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Total cash realized from capital stock, as represented by construction account,	\$1,000,000	00
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COST.

Total cost of entire road to date, as represented by books of the company,	\$1,000,000	00
Average of same per mile of road laid,	16,393	44
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Vail station to Curwensville,	44.04	44.04
Length of single main track,	44.04	44.04
Branches.		
Moshannon branch, from Osceola to mines,	Length of branch, 8.90	8.90
	Length of single track, 8.90	8.90
Goss Run branch, from junction to mines,	Length of branch, 1.91	1.91
	Length of single track, 1.91	1.91
Mapleton branch, from junction to mines,	Length of branch, 2.21	2.21
	Length of single track, 2.21	2.21
Phillipsburg branch, from Phillipsburg to mines,	Length of branch, 3.83	3.83
	Length of single track, 3.83	3.83
Aggregate length of main line and branches,	60.89	60.89
Aggregate length of sidings and other track not above enumerated,	8.56	8.56
Aggregate length of main line, branches, leased roads, sidings, and other track,	69.45	69.45
Length of track laid, if not completed, Complete.		

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Miles of iron rail in use, in main track, 29.47
Miles of steel rail in use, in main track, 31.42
Weight of rail per yard, { Iron, 56 lbs.
 Steel, 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 46
Wooden bridges, number of, 46 ; aggregate length, 3,843 feet.

Stations.

Number of stations on main road : Passenger, 28 ; freight, 28 ; total, 56
Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road, 2
Number of wood and water stations on main road, 8

How is track laid, and on what foundation? White oak cross-ties and stone ballast.

This road is leased, and returns are made by the Pennsylvania Railroad Company, to which company it is leased for ninety-nine years, from August 15, 1877.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 20,000 shares, \$1,000,000 00
Rate and date of all cash dividends on stock of original and consolidated companies :

Dividend February 15, three and one half per cent. on . . . 1,000,000 00
Dividend August 15, three and one half per cent. on . . . 1,000,000 00

Number and per cent. of dividends: Two dividends of three and one half per cent. each, on,	\$1,000,000	00
Amount paid in dividends,	70,000	00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, G. B. Roberts, president, and Albert Hewson, treasurer of the Tyrone and Clearfield Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) G. B. ROBERTS, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT
OF THE
*Waynesburg and Washington Railroad Company, for
the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joseph G. Ritchie, President,	Waynesburg, Pa.
William T. Lantz, Vice President,	Waynesburg, Pa.
W. S. Bryson, Vice President,	Washington, Pa.
William Loughman, Vice President,	West Union, Greene county, Pa.
E. L. Christman, Vice President,	Washington, Pa.
C. E. Bower, Secretary and Treasurer,	Waynesburg, Pa.
R. F. Downey, General Solicitor,	Waynesburg, Pa.
J. G. Ritchie, General Superintendent,	Waynesburg, Pa.

General offices at Waynesburg, Greene county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
R. A. McConnell,	Waynesburg, Pa.
William A. Hook,	Waynesburg, Pa.
Henry C. Sayers,	Waynesburg, Pa.
Samuel Luse,	Waynesburg, Pa.
Justus F. Temple,	Waynesburg, Pa.
W. G. W. Day,	Waynesburg, Pa.
Levi Pettit,	Hopkins' Mill, Greene county, Pa.
Jacob Swart,	Hopkins' Mill, Greene county, Pa.
James M. Dunn,	West Union, Pa.
J. F. Bell,	Amity, Washington county, Pa.
D. E. Baker,	Baker Station, Washington county, Pa.
M. L. A. McCracken,	Washington, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$270,000	00
Capital stock, amount subscribed,	136,550	00
Capital stock paid in by last report,	92,834	32
Capital stock, total amount now paid in,	100,316	47
Capital stock, amount paid in on each share: Most all paid in full.		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1897, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	\$97,900	00
Total amount now of funded debt,	\$97,900	00
Floating Debt.		
Unfunded debt incurred for construction, equipment, or purchase of property, and debt incurred for any other purpose,	\$16,087 07	
The amount now of floating debt,	16,087	07
Total amount now of floating and funded debt,	\$113,987	07

COST.

*Total cost of entire road to date,	\$139,342	89
Average of same per mile of road laid,	4,875	52
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	20,375	41
Average cost of equipment per mile of road operated by company,	712	82
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile,	5,588	44
Proportion of same for Pennsylvania, All.		

*This amount is only for items named in note : Taxes, salaries, discount of bonds, &c., which were incurred during construction, not in the amount given.

CHARACTERISTICS OF ROAD.

Main L. co.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Waynesburg, Pa., to Washington, Pa.,	27.93	27.93
Length of single main track,	27.93	27.93
Aggregate length of main line and branches,	27.93	27.93
Aggregate length of sidings and other track not above enumerated, . . . . .	.65	.65
Aggregate length of main line, branches, leased roads, sidings, and other track,	28.58	28.58

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 28.58
Weight of rail per yard, iron, 30 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 39
Wooden bridges, number of, 3; aggregate length, 202 feet.
Wooden trestles, number of, 86; aggregate length, 3,791 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Wheeling, Pittsburgh and Baltimore, and Pittsburgh Southern railroads, at Washington, Pa.; all have same depot and terminal facilities.

Stations.

Number of stations on main road, passenger and freight, 26
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 3
Value of real estate held by the company, exclusive of road-way, \$1,800 00
Value of real estate held by the company, exclusive of road-way, in Pennsylvania, 1,800 00
How is track laid, and on what foundation? Foundation, common earth excavation; rails laid on cross-ties, which are laid on stone ballast. About three fourths of the entire length of road is ballasted with stone.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	2	\$5,250	00
Number of first-class passenger cars,	1	2,500	00
Number of second-class passenger cars,	1	450	00
Number of baggage, mail, and express cars,	2	500	00
* Number of freight cars: House cars, 1; trucks, 10; total, .	11	275	00

Average number of cars in passenger and freight trains, including baggage cars,4

Average weight of passenger and freight trains, including locomotive and tender, in working order,40 tons.

Employees.

Average number of persons regularly employed by company, including officials,37

Same in Pennsylvania,37

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger and freight trains, . . .32,700

Number of through passengers for the year on main road, . . .8,230

Number of passengers (all classes) carried in cars, . . .24,232

Number of passengers carried one mile, . . .407,660

Number of passengers carried one mile in Pennsylvania, . .407,660

Number of tons of 2,000 pounds of through freight for the year on main road, . . .4,369 .

Number of tons of freight carried one mile, . . .164,860

Number of tons of freight carried one mile in Pennsylvania, . . .164,860

Gross amount of tonnage for the year, (2,000 pounds per ton,) . . .8,009

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . .12

Average rate of speed adopted by express trains, including stops, (miles per hour,) . . .12

Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . .12

Monthly Statement of Passengers (all classes) carried in Cars.			
January, 1879,	807	July, 1879,	3,579
February, 1879,	1,083	August, 1879,	5,870
March, 1879,	1,087	September, 1879,	2,187
April, 1879,	1,182	October, 1879,	2,774
May, 1879,	1,322	November, 1879,	1,187
June, 1879,	1,385	December, 1879,	1,819

* Under this title are enumerated three stock cars, seven gondolas, used, as necessary, with racks for merchandise, or with sides for coal, etc.

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	1,603	Agricultural products,	2,904
Petroleum and other oils,	64	Merchandise and manufactures, . .	1,361
Pig iron,	10	Live stock,	867
Railroad iron,	8	Lumber,	312
Other iron or castings,	104	Other articles,	562
Stone and lime,	184		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3½ cents.
For first-class way passengers,	3½ cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, 14³/₁₀ cents, first class; 12⁸/₁₀ cents, second class.

For through coal, per ton per mile, 1⁸⁵/₁₀₀ cents.

For local freight per ton per mile, 22½ cents, first class; 20 cents, second class.

For local coal, per ton per mile, 3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$342	10	\$184	95	\$527	05
February, 1879,	376	05	214	65	590	70
March, 1879,	363	95	237	90	601	85
April, 1879,	430	99	232	65	663	55
May, 1879,	538	00	250	35	788	35
June, 1879,	507	00	265	30	772	30
July, 1879,	876	00	541	70	1,417	70
August, 1879,	787	00	933	25	1,720	25
September, 1879,	841	00	422	48	1,263	48
October, 1879,	962	00	558	20	1,520	20
November, 1879,	555	00	206	15	761	15
December, 1879,	718	00	269	70	1,007	70
Total,	\$7,247	00	\$4,387	28	\$11,634	28

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$502	36	\$240	00	\$742	36
February, 1879,	711	13	172	78	883	91
March, 1879,	612	93	294	75	907	68
April, 1879,	671	96	328	55	1,000	51
May, 1879,	777	70	386	94	1,164	64
June, 1879,	947	20	276	15	1,223	35
July, 1879,	727	05	375	05	1,102	10
August, 1879,	777	58	384	06	1,161	64
September, 1879,	1,320	88	471	07	1,791	95
October, 1879,	1,040	20	538	73	1,578	93
November, 1879,	615	14	356	09	971	23
December, 1879,	600	47	455	19	1,055	66
Total,	\$9,304	60	\$4,279	86	\$13,583	96

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$100	35	\$21	96	. . . . .	. . .	\$122	81
February, 1879, . .	102	31	18	34	\$13	00	133	65
March, 1879, . . .	102	31	16	29	18	85	137	45
April, 1879, . . .	102	31	22	61	7	60	132	52
May, 1879,	102	31	40	80	11	30	154	41
June, 1879,	102	31	33	98	16	55	152	84
July, 1879,	102	31	39	71	11	55	153	57
August, 1879, . . .	102	31	37	80	19	00	159	11
September, 1879, .	102	31	40	45	19	50	162	26
October, 1879, . .	102	31	49	91	21	90	174	12
November, 1879, .	102	30	62	14	19	50	183	94
December, 1879, .	102	31	*40	00	25	10	167	41
Total,	\$1,225	75	\$123	99	\$183	85	\$1,833	59
Total passenger earnings for the year,							\$11,634	28
Total freight earnings for the year,							13,543	96
Total earnings from all other sources,							1,833	59
Total earnings for the year,							\$27,051	83
Proportion of earnings in Pennsylvania to earnings of whole line, . .							\$27,051	83

* Estimated.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$3,517	43
Passenger and freight houses,	855	87
New passenger cars number, 1; new mail and baggage cars, number, 1; new freight cars, number, 4,	1,856	74
New machine shops, machinery, and tools,	128	16
Any other expenditures chargeable to this account,	1,967	59
Total,	\$7,825	79
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,024	90
New iron rails, number of tons, 8,	339	78
Repairs of bridges,	574	35
Repairs of fences,	10	50
All other expenses for maintenance of way,	482	45
Total for maintenance of way,	\$7,430	98
Cost per mile of road kept in repair,	\$260	00
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$430	02
Repairs of passenger, baggage, mail, and freight cars,	1,566	69
All other expenses for maintenance of motive power and cars,	125	77
Total for maintenance of motive power and cars,	\$2,122	48
Cost per mile of road operated,	\$74	26
Proportion for Pennsylvania, All.		

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$4,237	94
Wages of switchmen, signal-men, gate-keepers, and watchmen,	284	28
Fuel—number of tons of coal, 939; cost,	1,236	69
Oil and waste,	248	83
Damages for loss of goods and baggage,	61	07
Taxes,	153	15
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	3,813	92
Total miscellaneous,	\$10,035	88
Amount per mile of road operated, All.	\$359	32
Proportion for Pennsylvania,		
Total expenditures for operating the road,	19,589	34
Expenses per mile of the road operated,	685	42
Expenses per mile of single track operated, not including sidings,	701	37
Expenses per train mile,		59
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local, \$4,387 28	} Total,	\$11,634	28
Passenger transportation, through, 7,247 00			
Freight transportation, local, \$4,279 36	} Total,	13,583	96
Freight transportation, through, 9,804 60			
Mail service,		1,225	75
Express service,		423	99
All other sources of income,		183	85
Total,		\$27,051	83
Operating Expenses.			
Maintenance of way and buildings, \$7,480 98			
Maintenance of motive power and cars, 2,122 48			
Miscellaneous, 10,035 88			
Total operating expenses, being 72 $\frac{4}{10}$ per cent. of earnings,		\$19,589	34
Net earnings,		\$7,462	49
Earnings per mile of road operated,		\$946	53
Expenses per mile of road operated,		701	37
Net earnings per mile of road operated,		\$245	16

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.?

Adams Express Company, who pay twenty-five cents per hundred pounds for all freight, &c., shipped by them; also paying \$20 per month to railroad company for messenger, the company's conductor acting as messenger.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? About \$1,225 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	. . . . .	. . . . .	. . . . .	2
Others,	1	. . . . .	1
Total,	2	. . . . .	1	. . . . .	3

Statement of each Accident.

June 5. Rufus Funk, a laborer in stone quarry, jumped from train while in motion, above Rees' mill, breaking leg.

July 16. Charles Murray, a laborer, hand slightly crushed while coupling cars in yard at Waynesburg.

September 10. Stephen Keenan, laborer, arm fractured while coupling cars in Waynesburg yard.

STATE OF PENNSYLVANIA, } ss:
County of Greene, }

Personally appeared before me, J. G. Ritchie, president, and C. E. Bower, treasurer, of the Waynesburg and Washington Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

J. G. RITCHIE, *President.*
C. E. BOWER, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1880.

JOHN MUNNEL, *Justice of the Peace.*

R E P O R T
OF THE
*West Chester Railroad Company, for the year ending
December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
William Taylor, Treasurer,	Cambridge, N. J.
General office at 233 South Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
W. S. Cottringer,	Philadelphia.
John P. Green,	Philadelphia.
Albert Hewson,	Philadelphia.
James A. Logan,	Philadelphia.
William A. Patton,	Philadelphia.
George B. Roberts,	Philadelphia.
S. W. White,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$165,000	00
Capital stock authorized by votes of company,	165,000	00
Capital stock, amount subscribed,	165,000	00
Capital stock, amount now paid in,	165,000	00
Capital stock, number of shares issued, 8,300		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

First mortgage bonds bear interest at five per cent., amount, \$11,000 00

COST.

Total cost of entire road to date, \$165,000 00

CHARACTERISTICS OF ROAD.

<i>Main Line.</i>	<i>MILES.</i>	
	<i>Whole length.</i>	<i>Length in Penn'a.</i>
Length of main line, from Malvern to West Chester,	9.24	9.24
Length of single main track,	9.24	9.24
Aggregate length of main line and branches,	9.24	9.24
Aggregate length of sidings and other track not above enumerated, . . . . .	.55	.55
Aggregate length of main line, branches, leased roads, sidings, and other track,	9.79	9.79

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, in main track, January 1, 1880, . 9.24 miles.
Weight of rail per yard, { Iron, 45 & 56 lbs.
 { Steel, 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 2
Wooden bridges, number of, 2; aggregate length, 40 feet.

Stations.

Number of stations on main road: Passenger, 9; freight,
9; total, 18
Number of engine-houses and shops in Pennsylvania, 2;
total number entire road, 2
Number of wood and water stations on main road, 2

How is track laid, and on what foundation? White oak cross-ties; stone ballast.

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for ninety-nine years, from the 6th day of August, 1879.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$29,704	73
Land or land damages,	7,649	54
Passenger and freight houses,	87	00
Total,	\$37,391	27
Proportion for Pennsylvania,	\$37,391	27

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 3,300 shares.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. B. Roberts, president, and William Taylor, treasurer, of the West Chester Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending De-

cember 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*
W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.
JOHN C. SIMS, Jr., *Notary Public.*

R E P O R T

OF THE

West Chester and Philadelphia Railroad Company, for
the year ending October 31, 1879.

OFFICERS.		
<i>Names.</i>		<i>Residences.</i>
J. Edward Farnum, President,	. . . . .	Philadelphia.
A. Lewis Smith, Secretary,	. . . . .	Media, Delaware county, Pa.
Thomas H. Hall, Treasurer,	. . . . .	West Chester, Chester county, Pa.
Henry K. Smith, General Superintendent,	. . . . .	Philadelphia.

General offices at Philadelphia, 3100 Chestnut street.

<i>Names of Directors.</i>	<i>Residences.</i>
Lorenzo Beck,	. . . . . West Chester, Chester county, Pa.
George Callaghan,	. . . . . Philadelphia.
Charles Fairlamb,	. . . . . West Chester, Chester county, Pa.
Marshall B. Hickman,	. . . . . West Chester, Chester county, Pa.
Edward Hoopes,	. . . . . Philadelphia.
William H. Miller,	. . . . . Howellville, Delaware county, Pa.
Samuel Riddle,	. . . . . Glen Riddle, Delaware county, Pa.
Samuel J. Sharpless,	. . . . . Philadelphia.
Albert C. Roberts,	. . . . . Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law, \$3,800,000, less \$825,000 of old preferred and common, redeemed by exchange,	\$2,950,000	00
Capital stock paid in by last report,	821,300	00
Capital stock, total amount now paid in,	821,300	00
Capital stock, number of shares issued,	16,426	821,300 00
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00

DEBT.

Funded Debt.		
General mortgage bonds, (due April 1, 1891, bear interest at seven per cent., which is payable April and October,) amount issued, . .	\$1,100,000	00
Total amount now of funded debt,	\$1,100,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Ground rents and mortgages,	27,512	50
Total amount now of floating and funded debt,	\$1,127,512	50
Total capital stock and debt,	\$1,948,812	50

COST.

Total cost of entire road to date: Construction, \$1,547,105 14; real estate, \$339,072 37; total,	\$1,886,177	51
Average of same per mile of road laid,	71,717	77 ¹ / ₂
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment,	163,012	00
Average cost of equipment per mile of road operated by company,	6,198	17 ¹ / ₂
Proportion of same for Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile, (\$2,049,189 51,)	79,915	95 ¹ / ₂

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Chester to Philadelphia,	26 ¹ / ₂	All.
Length of single main track,	26 ¹ / ₂	
Aggregate length of sidings and other track not above enumerated,	4 ¹ / ₂	

Gauge.

What is the gauge of your line? 4 feet 8¹/₂ inches.

Track.

Miles of iron rail in use,	10.9
Miles of steel rail in use,	15.4
Weight of rail per yard, { Iron,	58 pounds.
Steel,	56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	23
Wooden bridges, number of, 13; aggregate length,	2,221 feet.
Iron bridges, number of, 10; aggregate length,	859 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Junction railroad, at West Philadelphia.

Stations.

Number of stations on main road : Passenger, 23 ; freight, 16 ; total, 24
Number of engine-houses and shops in Pennsylvania : 2
engine-houses, 1 shop ; total number entire road, . . . 3
Number of wood and water stations on main road, . . . 5
Value of real estate held by the company, exclusive of roadway, depots, station-houses, and shops, \$339,072 37
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, All.
How is track laid, and on what foundation? Two thirds stone ballast, balance gravel.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	8	\$5,400	00
Number of locomotives of more than 20 tons weight,	1	5,400	00
Number of locomotives of more than 10 tons weight,	1	5,400	00
Number of first-class passenger cars,	22	2,590	90 ¹ / ₄
Number of baggage, mail, and express cars,	5	1,500	00
Number of freight cars: House cars, 25 ; trucks, 29 ; total, . .	54	500	00
Number of coal, ore, and stone cars,	13	300	00
Number of caboose cars,	1	1,000	00

Average number of cars in passenger trains, including baggage cars, 4
Average number of cars in freight trains, 20
Average weight of passenger trains, including locomotive and tender, in working order, 100 tons.
Average weight of freight trains, including locomotive and tender, in working order, 340 tons.

Employees.

Average number of persons regularly employed by company, including officials, 160
Same in Pennsylvania, All in Pennsylvania.

DOINGS OF THE YEAR.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 209,384
Number of miles run by freight trains, 16,848
Number of miles run by extra trains, 29,558
Number of through passengers for the year on main road, averaged as through, 228,055

Number of passengers (all classes) carried in cars,	738,127
Number of passengers carried one mile,	8,209,966
Number of passengers carried one mile in Pennsylvania,	All.
Number of tons of 2,000 pounds of through freight for the year on main road, averaged,	40,648
Number of tons of freight carried one mile,	1,463,359
Number of tons of freight carried one mile in Pennsylvania,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	95,439
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	17
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	5

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1878,	53,660	June, 1879,	70,879
December, 1878,	55,898	July, 1879,	75,182
January, 1879,	55,398	August, 1879,	61,493
February, 1879,	44,855	September, 1879,	75,738
March, 1879,	51,819	October, 1879,	65,061
April, 1879,	59,153		
May, 1879,	69,493	Total,	738,127

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal,	44,119	Lumber,	6,630
Stone, lime, and brick,	4,333	Other articles,	4,364
Agricultural product,	13,746		
Merchandise and manufactures,	22,242	Total,	95,439

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

Average rate of fare per passenger per mile, 2²⁶/₁₀₀ cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

Average rate of freight, per ton per mile, 7¹³/₁₀₀ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1878,			\$15,107 53
December, 1878,			15,299 42
January, 1879,			13,217 71
February, 1879,			11,228 81
March, 1879,			14,426 33
April, 1879,			14,849 40
May, 1879,			17,250 08
June, 1879,			17,526 75
July, 1879,			18,557 48
August, 1879,			16,032 03
September, 1879,			16,494 19
October, 1879,			16,157 28
Total,			\$186,147 01

We make no apportionment of through and local business.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1878,	\$9,922 58
December, 1878,	7,203 11
January, 1879,	7,800 34
February, 1879,	6,580 16
March, 1879,	8,335 45
April, 1879,	9,861 07
May, 1879,	9,872 86
June, 1879,	9,731 00
July, 1879,	8,989 87
August, 1879,	7,934 16
September, 1879,	8,305 38
October, 1879,	9,865 10
Total,	\$104,461 68

We make no apportionment of through and local business.

From all Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1878,			\$344 84	\$344 84
December, 1878,	\$531 52		298 76	830 28
January, 1879,			285 51	285 51
February, 1879,	101 38		438 39	539 77
March, 1879,	582 22		270 16	852 38
April, 1879,			917 63	917 63
May, 1879,			211 82	211 82
June, 1879,	582 21		7,057 19	7,639 40
July, 1879,			329 55	329 55
August, 1879,			240 08	240 08
September, 1879,	495 64		218 77	714 41
October, 1879,			937 66	937 66
Total,	\$2,292 97		\$11,550 36	\$13,843 33

Total passenger earnings for the year,	\$186,147 01
Total freight earnings for the year,	104,461 68
Total earnings from all other sources,	13,843 33
Total earnings for the year,	\$304,452 02
Total receipts from all sources on whole length of line,	\$304,452 02
Proportion of earnings in Pennsylvania to earnings of whole line, All in Pennsylvania.	

Express included in freight earnings.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$6,000 00
Land or land damages,	1,380 75
Passenger and freight houses,	1,034 06
New locomotives, automatic brakes,	1,760 00
New passenger cars, automatic brakes,	5,303 02
New mail and baggage cars, automatic brakes,	814 00
Net change of revenue account from re-valuation of equipments and investments,	2,821 25
Total,	\$19,113 08
Proportion for Pennsylvania, All in Pennsylvania.	

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$26,236	82
New rails and joints,	1,832	74
Repairs of bridges,	14,951	27
Repairs of buildings and fixtures,	3,518	90
Total for maintenance of way,	\$46,039	23
Cost per mile of road kept in repair,	1,278	87
Proportion for Pennsylvania, All in Pennsylvania.		

Cost of Maintenance of Motive Power and Cars.

Repairs of rolling stock,	\$22,701	26
Total for maintenance of motive power and cars,	\$22,701	26
Cost per mile of road operated,	\$680	59
Proportion for Pennsylvania, All.		

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$23,789	86
Wages of switchmen, signal-men, gate-keepers, and watchmen,	12,285	48
Fuel, water and light for all purposes,	20,222	40
Oil and waste and train incidentals,	2,958	33
Loss of goods,	162	13
Taxes, State and local,	8,348	71
Telegraph expenses,	1,491	50
Amount paid for use of cars, tolls, and teaming,	5,365	93
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	28,385	90
Total miscellaneous,	\$103,010	24
Amount per mile of road operated,	2,861	89
Total expenditures for operating the road, ground rents not included in the above,	\$171,750	73
Expenses per mile of the road operated,	4,770	85
Expenses per train mile,		67
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local and through,	\$186,147	01
Freight transportation, local and through,	104,461	68
Mail service,	2,292	97
Rents,	4,020	09
All other sources of income,	7,530	27
Total,	\$304,452	02
Operating Expenses.		
Maintenance of way and buildings,	\$46,039	23
Maintenance of motive power and cars,	22,701	26
Miscellaneous,	103,010	24
Total operating expenses being 56.4 per cent. of earnings,	171,750	73
Net earnings,	\$132,701	29

Earnings per mile of road operated,	\$8,457	00
Expenses per mile of road operated,	4,770	85
Net earnings,	\$3,686	15

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company, at \$1,800 per annum.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? They use cars of this company, and they run on regular trains.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,982 56, including side service.

STOCK AND DIVIDENDS.

Amount of preferred stock, 16,426 shares,	\$821,300	00
Rate and date of all cash dividends on consolidated preferred stock of company :		
Dividend of four per cent., January, 1879,	32,852	00
Dividend of three per cent., January, 1879,	24,639	00

Number and per cent. of dividends : Two, (four and three per cent.)		
Amount paid in dividends,	\$57,491	00
Surplus at the commencement of the year, or revenue account, . . .	237,434	93
Total surplus or revenue balance, October 31, 1879,	228,598	13
Surplus invested as follows :		
Cash and loans,	\$38,758	03
Balance of accounts due company, bills receivable or loans, . . .	86,468	61
Material, fuel, stores, and balance of sundry balances,	2,994	48
Other items : Construction and equipment,	100,877	01
	\$228,598	13

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,
Others,	1	. . . . .
Total,	1	. . . . .

Statement of each Accident.

December 22, 1878. Unknown man, who had been collecting cigar stumps swept from cars in West Philadelphia depot, either went to sleep under train or laid on track ; two rear cars of out-going train run over and cut off his head.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, J. Edward Farnum, president, and Thomas H. Hall, treasurer, of the West Chester and Philadelphia Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) J. EDW'D FARNUM, *President.*
THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this 30th day of December, A. D. 1879.
WM. A. THORP, *Magistrate.*

REPORT
OF THE
*Western Pennsylvania Railroad Company, for the year
ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President,	Philadelphia.
James R. McClure, Secretary and Treasurer,	Philadelphia.

General offices at No. 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia.
Josiah Bacon,	Philadelphia.
Edmund Smith,	Philadelphia.
Wistar Morris,	Philadelphia.
Strickland Kneass, Philadelphia,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$4,000,000	00
Capital stock, amount subscribed,	1,022,450	00
Capital stock paid in by last report,	1,022,450	00
Capital stock, total amount now paid in,	1,022,450	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1893, bear interest at six per cent., which is payable April 1 and October 1,) amount,	\$800,000	00
First mortgage bonds, Pittsburgh branch, (due January 1, 1896, bear interest at six per cent., which is payable January and July 1,) amount,	1,000,000	00
General mortgage bonds, (due October 1, 1901, bear interest at seven per cent., which is payable April and October 1,) amount,	1,200,000	00
Total amount now of funded debt,	\$3,000,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what : Out-standing coupons,	\$44,508	00
The amount now of floating debt,	44,508	00
Total amount now of floating and funded debt,	\$3,044,508	00
Funded debt as per last report,	\$3,000,000	00
Total cash realized from capital stock and debt,	\$4,022,450	00

COST.

Total cost of entire road to date, \$3,990,507 06

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Blairsville to Allegheny City,	63.50	63.50
Length of single main track,	58.30	58.30
Length of double main track,	5.20	5.20
Branches.		
Butler Branch, from Freeport to But-ler,	Length of branch,	21.05
	Length of single track,	21.05

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, in main track, 73.28
Miles of steel rail in use, in main track, 11.27
Weight of rail per yard, { Iron, 56 pounds.
 { Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 43
Wooden bridges, number of, 34; aggregate length, 5,591 feet.
Stone bridges, number of, 6; aggregate length, 49 feet.
Wooden trestles, number of, 3; aggregate length, 993 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Allegheny Valley railroad, at Freeport; Pittsburgh, Fort Wayne and Chicago railroad, at Allegheny City.

Stations.

Number of stations on main road: Passenger, 64; freight, 47; total, 111
Number of engine-houses and shops in Pennsylvania, 7;
total number entire road, 7
Number of wood and water stations on main road, 16
Number of tunnels, 2; aggregate length, 2,025

How is track laid, and on what foundation? White oak cross-ties and stone ballast.

The Western Pennsylvania railroad is leased to the Pennsylvania Railroad Company for a term of five years, from and after the first day of January, 1877, to whom you are referred for information relative to the operating of the line.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$630	65
Land or land damages,	1,312	50
Any other expenditures chargeable to this account,	1,003	65
Total,	\$2,946	80

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 20,449 shares,
at \$50, \$1,022,450 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the Western Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true* and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) STRICKLAND KNEASS, *President.*
JAMES R. MCCLURE, *Treasurer.*

Sworn and subscribed before me this 26th day of January, A. D. 1880.
JOHN C. SIMS, Jr., *Notary Public.*

* Much of the information called for by the foregoing blanks being required of the lessee company, the word "full," in the above affidavit, is stricken out.

REPORT
OF THE
*Western Maryland Railroad Company, for the year
ending November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. M. Hood, President,	Baltimore.
Alexander Rieman, Vice President,	Baltimore.
John S. Harden, Secretary and Treasurer,	Baltimore.
Marshall and Fisher, General Solicitors,	Baltimore.
J. M. Hood, Chief Engineer, General Manager, and General Sup't,	Baltimore.

General Offices at Baltimore.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel H. Adams,	Baltimore.
Christian Devries,	Baltimore.
Daniel J. Foley,	Baltimore.
George M. Gill,	Baltimore.
E. G. Hipsley,	Baltimore.
Nicholas G. Penniman,	Baltimore.
J. Alexander Preston,	Baltimore.
Alexander Rieman,	Baltimore.
Joshua Biggs,	Frederick county, Md.
John K. Longwell,	Carroll county, Md.
George W. Harris,	Washington county, Md.
Charles W. Humrichouse,	Washington county, Md.
John Welty,	Washington county, Md.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, total amount now paid in,	682,250	00
Capital stock, number of shares issued, 13,645		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due 1890, bear interest at six per cent., which is payable January and July,) amount,	\$600,000	00
Second mortgage bonds, (due 1895, bear interest at six per cent., which is payable January and July,) amount,	600,000	00
Preferred second mortgage bonds, (due 1895, bear interest at six per cent., which is payable January and July.) amount,	600,000	00
Third mortgage bonds, (due 1900, bear interest at six per cent., which is payable January and July,) amount,	875,000	00
Fourth mortgage bonds, (due 1902, bear interest at six per cent, which is payable January and July,) amount,	1,000,000	00
Total amount now of funded debt,	\$3,675,000	00
Funded coupons, eight per cent.,	177,596	00
Total amount now of funded debt,	\$3,852,596	00

COST.

Total cost of entire road to date, and equipment, \$4,536,895 07

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Baltimore to Williamsport, Maryland,	90	$\frac{1}{2}$
Aggregate length of sidings and other track not above enumerated,	11 $\frac{1}{2}$	
Aggregate length of main line, branches, leased roads, sidings, and other track,	101 $\frac{1}{2}$	

Gauge.

What is the gauge of your lines? 4 feet 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, 95 $\frac{1}{2}$
Miles of steel rail in use, 6
Weight of rail per yard, { Iron, 56 pounds.
 Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 116
Wooden bridges and trestles, number of, 112; aggregate length, 6,145 feet.
Iron bridges, number of, 4; aggregate length, 316 feet.

Stations.

Number of stations on main road, passenger and freight, . 53
Number of engine-houses and shops, 9
Number of wood and water stations on main road, 9
Value of real estate held by the company, exclusive of road-way, estimated, 25,000 00
How is track laid and on what foundation? Principally stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight, . . .	10		
Number of locomotives of more than 20 tons weight, . . .	3		
Number of first-class passenger cars,	21	\$5,000	00
Number of second-class passenger cars,	5	3,000	00
Number of baggage, mail, and express cars,	9	1,800	00
Number of freight cars, { House cars, 130, } Trucks, . . . 20, }	150	550	00
Number of coal, ore, and stone cars,	142	500	00
Number of caboose and stock cars,	14	600	00

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	10

Employees.

Average number of persons regularly employed by company, including officials,	200 to 250
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DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger, freight, and coal trains,	431,380
Number of passengers (all classes) carried in cars, . . .	362,168
Number of passengers carried one mile,	8,502,388
Number of tons of 2,000 pounds of through freight for the year on main road,	136,220
Number of tons of freight carried one mile,	5,469,519
Gross amount of tonnage for the year, (2,000 pounds per ton,)	136,220
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1878,	30,559	April, 1879,	18,870
November, 1878,	20,265	May, 1879,	21,948
December, 1878,	19,250	June, 1879,	38,875
January, 1879,	17,201	July, 1879,	45,646
February, 1879,	15,361	August, 1879,	73,792
March, 1879,	18,490	September, 1879,	41,911

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	16,483	Merchandise and manufactures, . .	29,048
Bituminous coal,	21,317	Live stock,	3,127
Iron and other ores,	1,148	Lumber,	9,900
Stone and lime,	4,639	Other articles,	50,558

Rate of Fare for Passengers charged for the respective classes per Mile, as follows :

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	3 cents.
For second-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, average,	3 ²⁰¹ / ₁₀₀₀ cents.
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MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$12,275	76	. . . . .	. .
November, 1878,	8,846	76	. . . . .	. .
December, 1878,	8,651	79	. . . . .	. .
January, 1879,	7,158	50	. . . . .	. .
February, 1879,	6,578	33	. . . . .	. .
March, 1879,	8,103	67	. . . . .	. .
April, 1879,	8,445	68	. . . . .	. .
May, 1879,	9,394	41	. . . . .	. .
June, 1879,	13,375	89	. . . . .	. .
July, 1879,	17,374	24	. . . . .	. .
August, 1879,	24,755	42	. . . . .	. .
September, 1879,	15,284	15	. . . . .	. .
Total,	\$140,244	60	. . . . .	. .

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$15,284	27	. . . . .	. .
November, 1878,	15,724	69	. . . . .	. .
December, 1878,	14,571	60	. . . . .	. .
January, 1879,	12,983	32	. . . . .	. .
February, 1879,	14,149	69	. . . . .	. .
March, 1879,	14,359	84	. . . . .	. .
April, 1879,	12,731	57	. . . . .	. .
May, 1879,	14,564	74	. . . . .	. .
June, 1879,	11,975	90	. . . . .	. .
July, 1879,	10,661	77	. . . . .	. .
August, 1879,	15,243	72	. . . . .	. .
September, 1879,	23,166	41	. . . . .	. .
Total,	\$175,397	02	. . . . .	. .

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1878,	\$509	28	\$619	06	\$1,565	20	\$2,693	54
November, 1878,	509	28	583	14	1,356	80	2,449	22
December, 1878,	509	28	467	83	1,603	12	2,580	23
January, 1879,	509	28	620	11	1,504	37	2,633	76
February, 1879,	509	28	352	74	1,408	82	2,265	84
March, 1879,	509	28	353	67	1,598	82	2,461	77
April, 1879,	509	28	413	66	1,701	48	2,624	42
May, 1879,	509	28	419	90	1,951	39	2,880	57
June, 1879,	509	28	461	91	2,011	04	2,982	23
July, 1879,	509	28	437	70	2,208	95	3,155	93
August, 1879,	509	28	420	23	1,686	08	2,615	59
September, 1879,	509	28	449	02	1,499	64	2,457	94
Total,	\$6,111	36	\$5,598	97	\$20,090	71	\$31,801	04

Total passenger earnings for the year,	\$140,244	60
Total freight earnings for the year,	175,397	02
Total earnings from all other sources,	31,801	04
Total earnings for the year,	\$347,442	66

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight cars—number, 25,	\$10.250	00
Any other expenditures chargeable to this account,	927	70
Total,	\$11,177	70

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges,	\$66,962	42
New iron rails, number of tons, 340.		
New steel rails, number of tons, 100.		
Repairs of bridges,	923	53
Repairs of buildings and fixtures,	4,229	69
All other expenses for maintenance of way,	262	98
Total for maintenance of way,	\$72,378	62

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$9,950	39
Repairs of machinery,	7,567	04
Repairs of passenger, baggage, and mail cars,	5,671	82
Repairs of freight cars,	5,451	48
All other expenses for maintenance of motive power and cars,	1,064	89
Total for maintenance of motive power and cars,	\$29,705	62

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments; wages of switchmen, signal-men, gate-keepers, and watchmen; fuel, wood and coal; oil and waste,	\$108,204	98
Damages for loss of goods and baggage,	413	11
Telegraph expenses,	3,468	88
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	15,588	35
Total miscellaneous,	\$127,675	32
Total expenditures for operating the road,	\$229,759	56

EARNINGS.

Operating Expenses.		
Total operating and extraordinary expenses being 78.36 per cent. of earnings,	\$274,347	58
Net earnings,	73,095	08

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company: Between Baltimore and Mechanicstown, 25 cents per 100 pounds; marketing, 23 cents. Between Baltimore and Hagerstown, 40 cents per 100 pounds; marketing, 28 cents.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Net \$5,803 41; pay according to weight.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . 13,645

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees, 1	. . . . .	. . . . .	. . . . .	. . . . .
Others,
Total, 1	. . . . .	. . . . .	. . . . .	. . . . .

Statement of each Accident.

September 3, 1879. John Taylor, brakeman of a night freight train, while coupling cars at Emory Grove station, had his right arm crushed between the bumpers, necessitating its amputation.

STATE OF MARYLAND, }
City of Baltimore, } ss :

Personally appeared before me, J. M. Hood, president, and John S. Harden, treasurer, of the Western Maryland Railroad Company, who, being duly sworn and affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) J. M. HOOD, *President.*
JOHN S. HARDEN, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 29th day of January, A. D. 1880.

MURRAY HANSON,
A Commissioner for Pennsylvania, residing in Baltimore city, Md.

REPORT
OF THE
Wheeling, Pittsburgh and Baltimore Railroad Com-
pany, for the year ending September 30, 1879.

OFFICERS.

Names.	Residence.
J. B. Washington, President,	Pittsburgh, Pa.
W. W. Smith, Secretary,	Washington, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
Jas. L. Randolph, Chief Engineer,	Martinsburg, W. Va.
General offices at Washington, Pa.	

Names of Directors.	Residences.
W. S. Bissel,	Pittsburgh, Pa.
William Workman,	Washington, Pa.
W. W. Smith,	Washington, Pa.
S. B. Hayes,	Washington, Pa.
William Keyser,	Baltimore, Md.
A. Maddison,	Baltimore, Md.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock paid in by last report,	500,000	00
Capital stock, total amount now paid in,	500,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$462,820	66
Average of same per mile of road laid, 1.32,	14,463	14
Proportion of same for Pennsylvania, 17.32,	245,873	47

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Washington, Pa., to Wheeling, W. Va.,	32	17
Aggregate length of main line and branches,	32	17

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron and steel, 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	23
Wooden bridges, number of, 12; aggregate length, . . .	916 feet.
Stone bridges, number of, 1; aggregate length,	274 feet.
Wooden trestles, number of,	10

Stations.

Number of stations on main road, passenger and freight,	10
Number of wood and water stations on main road, . . .	4
Value of real estate held by the company, exclusive of roadway,	\$10,000 00
Number of tunnels, 6; aggregate length,	3,389 feet.
How is track laid, and on what foundation? Ties.	

Equipment.

Is owned by the Baltimore and Ohio Railroad Company.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	3
Average weight of passenger trains, including locomotive and tender, in working order,	75 tons.
Average weight of freight trains, including locomotive and tender, in working order,	75 tons.

Employees.

Average number of persons regularly employed by company, including officials,	30
Same in Pennsylvania,	15

DOINGS OF THE YEAR.**Transportation and Total Miles Run.**

Number of miles run by passenger trains,	28,680
Number of miles run by freight trains, (mixed,)	21,168
Number of through passengers for the year on main road,	326
Number of passengers (all classes,) carried in cars,	44,026
Number of passengers carried one mile,	582,024
Number of passengers carried one mile in Pennsylvania,	329,200
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15½
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	14

Monthly Statement of Passengers (all classes,) carried in Cars.

October, 1878,	4,537	April, 1879,	2,612
November 1878,	3,187	May, 1879,	3,988
December, 1878,	3,192	June, 1879,	4,619
January, 1879,	2,698	July, 1879,	4,832
February, 1879,	2,478	August, 1879,	4,663
March, 1879,	2,902	September, 1879,	4,323

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	2,658	Live stock,	1,826
Petroleum and other oils,	56	Lumber,	2,075
Pig iron,	21	Other articles,	4,158
Other iron or castings,	103		
Stone and lime,	219	Total,	15,130
Agricultural products,	2,055		
Merchandise and manufactures,	1,959		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1878,			\$2,168 65
November, 1878,			1,523 65
December, 1878,			1,525 87
January, 1879,			1,280 68
February, 1879,			1,182 15
March, 1879,			1,367 25
April, 1879,			1,248 45
May, 1879,			1,910 87
June, 1879,			2,208 13
July, 1879,			2,307 67
August, 1879,			2,229 74
September, 1879,			2,066 35
October, 1879,			2,566 60
November, 1879,*			1,687 54
December, 1879,*			2,024 28
Total, fifteen months,			\$27,326 88

* Estimated.

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1878,	\$2,143	45
November, 1878,	1,335	88
December, 1878,	1,209	26
January, 1879,	1,125	55
February, 1879,	1,006	66
March, 1879,	1,318	30
April, 1879,	1,163	67
May, 1879,	1,305	17
June, 1879,	1,665	20
July, 1879,	1,059	24
August, 1879,	1,393	77
September, 1879,	2,136	84
October, 1879,	2,662	68
November, 1879,*	1,487	21
December, 1879,*	2,055	00
Total,	\$23,067	88

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1878,	\$115	75	\$137	90	.	.	\$253	65
November, 1878,	115	75	110	76	.	.	226	51
December, 1878,	115	74	136	58	.	.	252	32
January, 1879,	115	72	103	16	.	.	218	88
February, 1879,	115	72	85	31	.	.	291	03
March, 1879,	115	80	103	97	.	.	219	77
April, 1879,	115	80	106	14	.	.	221	94
May, 1879,	115	80	168	50	.	.	284	30
June, 1879,	106	32	291	28	.	.	397	60
July, 1879,	115	80	301	35	.	.	417	15
August, 1879,	115	80	187	44	.	.	303	24
September, 1879,	115	64	169	82	.	.	285	46
October, 1879,	115	80	194	66	.	.	310	46
November, 1879, *	115	80	115	37	.	.	231	17
December, 1879, *	115	80	140	00	.	.	255	80
Total,	\$1,727	04	\$2,352	24	.	.	\$4,079	28

Total passenger earnings for the year, ended September 30, 1879,	\$21,048	46
Total freight earnings for the year,	16,862	99
Total earnings from all other sources,	3,281	85
Total earnings for the year,	\$41,193	80
Total receipts from all sources on whole length of line, fiscal year,	\$41,193	80
Proportion of earnings in Pennsylvania to earnings of whole line, $\frac{17}{100}$,	21,883	94

* Estimated.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$10,685	54
New iron rails, number of tons, 46,424,	923	78
New steel rails, number of tons, 97,218,	8,670	62
Repairs of bridges,	2,589	81
Repairs of buildings and fixtures,	119	98
All other expenses for maintenance of way,	1,101	39
Total for maintenance of way,	\$19,091	12
Cost per mile of road kept in repair,	\$596	59
Proportion for Pennsylvania,	10,142	15

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,685	79
Repairs of passenger, baggage, and mail cars,	1,033	17
Repairs of freight cars,	801	48
All other expenses for maintenance of motive power and cars,	3,677	38
Total for maintenance of motive power and cars,	\$7,197	82
Cost per mile of road operated, \$224 93½,	\$224	93
Proportion for Pennsylvania, ½,	3,823	84

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,516	33
Wages of switchmen, signal-men, gate-keepers, and watchmen,	1,446	90
Fuel—wood and coal,	1,000	73
Oil, waste, and tallow,	390	92
Losses by accidents,	140	36
Taxes,	1,007	12
Telegraph expenses,	11	40
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	802	01
Total miscellaneous,	\$7,305	82
Amount per mile of road operated, \$228 30½,	\$228	30
Proportion for Pennsylvania, \$3,881 21½,	3,881	21
Total expenditures for operating the road, \$19,091 12 + \$7,197 82 + \$7,305 82 =	33,594	76
Expenses per mile of the road operated, \$1,049 83½,	1,049	73
Proportion for Pennsylvania, \$17,940 96½,	17,940	96

EARNINGS.

Passenger transportation, local and through,	\$21,048	46
Freight transportation, local and through,	16,862	99
Mail service,	1,379	64
Express service,	1,902	21
Total,	\$41,198	30
Operating Expenses.		
Maintenance of way and buildings,	\$19,091	12
Maintenance of motive power and cars,	7,197	82
Miscellaneous,	7,805	82
Total operating expenses, being 81 ⁵⁵ / ₁₀₀ per cent. of earnings, . . .	88,594	76
Net earnings,	\$7,598	54
Earnings per mile of road operated,	\$1,287	29
Expenses per mile of road operated,	1.049	83
Net earnings per mile of road operated,	\$237	46

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Company does its own express business.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	1	. . . . .	1	. . . . .
Others,
Total,	1	. . . . .	1	. . . . .

Statement of each Accident.

February 6, 1879. Yard-engine, whilst pushing train 805 over city grade, near corner Seventeenth and Wood streets, Wheeling, West Virginia, ran over and instantly killed conductor A. E. Sneadiker, who is supposed to have fallen whilst attempting to climb up on engine, after cutting loose from the train.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, J. B. Washington, president of the Wheeling, Pittsburgh, and Baltimore Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be pre-

pared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of his knowledge and belief.

(Signed) J. B. WASHINGTON, *President.*
Sworn and subscribed before me this 3d day of February, A. D. 1880.
J. J. McCORMICK, *Notary Public.*

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, William H. Ijams, treasurer of the Wheeling, Pittsburgh, and Baltimore Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of his knowledge and belief.

(Signed) W. H. IJAMS, *Treasurer.*
Sworn and subscribed before me, this 5th day of February, A. D. 1880.
OTTO BENNER, *J. P.*

REPORT
OF THE
*Wilmington and Northern Railroad Company, for the
year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Colonel H. A. Dupont, President,	Near Wilmington, Del.
P. S. Ermold, Secretary and Treasurer,	Coatesville, Pa.
L. Waln Smith, General Solicitor,	_____
J. H. Thompson, Engineer and General Superintendent, . .	Coatesville, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Colonel H. A. Dupont,	Near Wilmington, Del.
Charles Baber,	Pottsville, Pa.
George Brooke,	Birdsboro', Pa.
L. Waln Smith,	Philadelphia.
L. Taylor Dickson,	Philadelphia.
Charles V. Baird,	Philadelphia.
Doctor Charles Huston,	Coatesville, Pa.

CAPITAL STOCK.

Capital stock authorized by votes of company,	\$1,500,000	00
Capital stock, amount issued,	1,253,050	00
Capital stock issued at last report,	1,253,050	00
Capital stock, total amount now issued,	1,253,050	00
Capital stock, number of shares issued, 25,061		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
French Creek branch bonds, in Pennsylvania, just issued,	\$10,000	00
Rockland Mill branch bonds, in Delaware, just issued,	3,000	00
Total cash realized from capital stock,	1,253,050	00

COST.

Same as per last year's report.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilmington, Del., to Birdsboro', Pa.,	63.6	51.6
Length of single main track,	63.6	51.6
Branches.		
Reading branch, from Birdsboro' to High's,	6.9	6.9
French Creek branch, from Springfield to French Creek mines, Pa., length of single track, about,	6.9	6.9
Rockland Mill branch, from Dupont's station to Rockland Mills, Del., length of single track, about,	6	
Aggregate length of main line and branches,	1	
Aggregate length of sidings and other track not above enumerated,	70.5	58.5
Aggregate length of main line, branches, leased roads, sidings, and other track,	11.3	11.1
	81.8	69.6

Gauge.

What is the gauge of your lines? 4 feet 8³/₄ inches.

Track.

Miles of iron rail in use,	76.4
Miles of steel rail in use,	5.4
Weight of rail per yard, { Iron,	56 lbs.
{ Steel,	50 and 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	22
Wooden bridges, number of, 16; aggregate length,	2,592 feet.
Wooden trestles, number of, 6; aggregate length,	2,210 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Baltimore Central railroad, at Chadds Ford Junction. Waynesburg branch of Pennsylvania railroad, at Waynesburg Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pennsylvania railroad at Coatesville, (over grade.)

Stations.

Number of stations on main road : Passenger, 35 ; freight, 30 ; total,	35
Number of stations on branches, passenger,	3
Number of engine-houses and shops in Pennsylvania, 1 ; total number entire road,	2
Number of water stations on main road,	9

How is track laid, and on what foundation? Eight feet cross-ties; gravel and sand ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	5	\$13,400 00
Number of locomotives of more than 20 tons weight,	6	11,500 00
Number of first-class passenger cars,	4	4,300 00
Number of second-class passenger cars,	4	2,550 00
Number of baggage, mail, and express cars,	3	2,641 00
Number of freight cars: House cars, 39 ; trucks, 98,	137	670 00

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	18
Average weight of passenger trains, including locomotive and tender, in working order,	76 tons.
Average weight of freight trains, including locomotive and tender, in working order,	310 tons.

Employees.

Average number of persons regularly employed by company, including officials,	181
Same in Pennsylvania,	162

DOINGS OF THE YEAR.

Transportation and total Miles run.

Number of miles run by passenger trains,	113,799
Number of miles run by freight trains,	47,148
Number of through passengers for the year on main road,	3,323
Number of passengers (all classes) carried in cars,	93,538
Number of passengers carried one mile,	1,140,090
Number of passengers carried one mile in Pennsylvania,	912,463

Number of tons of 2,000 pounds of through freight for the year on main road,	12,503
Number of tons of freight carried one mile,	2,929,101
Number of tons of freight carried one mile in Pennsylvania,	2,381,015
Gross amount of tonnage for the year, (2,000 pounds per ton,)	241,352
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1879,	5,357	July, 1879,	9,830
February, 1879,	4,685	August, 1879,	14,201
March, 1879,	6,739	September, 1879,	8,120
April, 1879,	6,522	October, 1879,	8,391
May, 1879,	6,693	November, 1879,	7,221
June, 1879,	7,276	December, 1879,	8,503

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	48,282	Stone and lime,	20,086
Bituminous coal,	34,790	Agricultural products,	7,565
Pig iron,	27,961	Merchandise and manufactures,	32,694
Other iron or castings,	26,443	Lumber,	14,763
Iron and other ores,	28,768		

Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers,	2 ³ / ₄ cents.
For first-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	2 ¹ / ₄ cents.
For through coal, per ton per mile,	1 ¹ / ₃ cents.
For local freight, per ton per mile,	3 cents.
For local coal, per ton per mile,	2 ⁷ / ₈ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$365	26	\$1,613	94	\$1,979	20
February, 1879,	360	30	1,351	86	1,712	16
March, 1879,	388	51	1,917	68	2,303	19
April, 1879,	450	00	1,557	92	2,007	92
May, 1879,	463	24	1,857	26	2,320	50
June, 1879,	567	43	1,644	70	2,212	13
July, 1879,	536	87	2,664	78	3,201	65
August, 1879,	685	46	3,729	48	4,414	94
September, 1879,	865	45	1,951	51	2,816	96
October, 1879,	463	75	2,518	70	2,982	45
November, 1879,	363	24	2,046	09	2,409	33
December, 1879,	375	69	2,248	63	2,624	32
Total,	\$5,885	20	\$25,102	55	\$30,987	75

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879,	\$480	14	\$6,455	84	\$9,885	98
February, 1879,	460	49	6,176	90	6,637	89
March, 1879,	568	26	8,153	15	8,721	41
April, 1879,	462	13	8,884	94	9,347	07
May, 1879,	458	62	8,303	17	8,761	79
June, 1879,	665	46	8,202	66	8,868	12
July, 1879,	586	28	7,586	29	8,122	57
August, 1879,	832	50	8,515	94	9,348	44
September, 1879,	834	62	10,432	78	11,267	40
October, 1879,	835	43	11,632	26	12,467	69
November, 1879,	568	65	10,779	23	11,347	88
December, 1879,	3,946	25	9,532	43	13,478	68
Total,	\$10,598	83	\$104,655	59	\$115,254	42

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879,			\$161	29	\$332	75	\$494	04
February, 1879,			153	51	203	36	356	87
March, 1879,	\$775	21	158	05	202	16	1,135	42
April, 1879,			160	32	220	72	381	04
May, 1879,			168	29	205	85	374	14
June, 1879,	782	69	197	70	188	74	1,169	13
July, 1879,			228	23	210	05	438	28
August, 1879,			244	43	136	55	380	98
September, 1879,	780	19	282	21	175	66	1,238	06
October, 1879,			273	08	223	18	496	26
November, 1879,			236	42	142	43	378	85
December, 1879,	780	19	119	22	220	17	1,119	58
Total,	\$3,118	28	\$2,382	75	\$2,461	62	\$7,962	65

Total passenger earnings for the year,	\$30,987	75
Total freight earnings for the year,	115,254	42
Total earnings from all other sources,	7,962	65

Total earnings for the year, \$154,204 83

Total receipts from all sources on whole length of line,	\$154,204	83
Proportion of earnings in Pennsylvania to earnings of whole line,	128,504	02

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$1,740	45
Any other expenditures chargeable to this account,	853	50
Total,	\$2,593	95

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$28,526	43
New iron rails, number of tons, 152,	5,237	18
New steel rails, number of tons, 252,	11,044	19
Repairs of bridges,	14,621	64
Repairs of buildings and fixtures,	1,166	65
Repairs of fences,	82	35
All other expenses for maintenance of way,	1,236	73
Total for maintenance of way,	\$56,915	12
Cost per mile of road kept in repair,	\$790	49
Proportion for Pennsylvania,	47,429	27

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$6,053	22
Repairs of machinery,	65	52
Repairs of passenger, baggage, and mail cars,	3,858	72
Repairs of freight cars,	6,244	79
All other expenses for maintenance of motive power and cars,	3,108	10
Total for maintenance of motive power and cars,	\$18,830	35
Cost per mile of road operated,	\$261	53
Proportion for Pennsylvania,	15,691	96

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$9,272	19
Salaries, wages, and incidentals chargeable to freight department,	13,192	87
Wages of switchmen, signal-men, gate-keepers, and watchmen,	2,017	87
Fuel—number of tons of coal, 4,295; cost,	17,594	21
Oil and waste,	1,089	88
Damages for loss of goods and baggage,	322	99
Taxes,	3,197	98
Telegraph expenses,	650	90
Amount paid other corporations or individuals for use of all other cars,	3,680	20
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	21,615	69
Total miscellaneous,	\$72,634	78
Amount per mile of road operated,	\$1,008	81
Proportion for Pennsylvania,	60,528	99
Total expenditures for operating the road,	148,380	25
Expenses per mile of the road operated,	2,060	83
Proportion for Pennsylvania,	128,650	21

EARNINGS.

Passenger transportation, local	\$25,102 55	} Total,	\$30,997 75
Passenger transportation, through,	5,825 20		
Freight transportation, local,	104,655 59	} Total,	115,254 42
Freight transportation, through,	10,598 83		
Mail service,			3,118 28
Express service,			2,322 75
Rents and all other sources of income,			2,461 62
Total,			\$154,204 82
Operating Expenses.			
Maintenance of way and buildings,	\$56,915 12		
Maintenance of motive power and cars,	18,830 35		
Miscellaneous,	72,634 78		
Total operating expenses,			148,380 25
Net earnings,			\$5,824 57
Earnings per mile of road operated,			\$2,141 73
Expenses per mile of road operated,			2,060 83

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. Between Coatesville and Reading. twelve cents per one hundred pounds. Between local points, one and a half first-class rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$5,118 28 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,253,050 00

Surplus invested as follows:				
Cash,			\$9,648 85	
Balance of accounts due company,			21,395 70	
Material, fuel, and stores,			6,232 10	
Other items, tools,			3,357 67	

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,						
Others,			3	3	3	3
Total,			3	3	3	3

Statement of each Accident.

March 23, 1879. John Harrington, a repairman, fell between cars of a gravel train at Wawaset, and was fatally injured.

August 30, 1879. John Roth, a carpenter, fatally injured at Centre by a piece of timber rolling over him.

November 20, 1879. John Foot, a brakeman; leg crushed while coupling cars at Beaver; died of injuries received.

November 26, 1879. John Scott, brakeman; foot injured while coupling cars at Waynesburg Junction.

December 22, 1879. Edward Murphy, brakeman; shoulder slightly injured while coupling cars at Coatesville.

December 22, 1879. William Brown, brakeman; arm slightly injured while coupling cars at Coatesville.

STATE OF PENNSYLVANIA, } ss :
County of Chester, }

Personally appeared before me, Colonel H. A. du Pont, president, and P. S. Ermold, treasurer, of the Wilmington and Northern Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

H. A. DuPONT, *President.*

P. S. ERMOLD, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

O. H. BRANSON, *Notary Public.*

REPORT

OF THE

Wilcox and Howard Hill Improvement Railroad Company, for the year ending December 31, 1879.

OFFICERS.

Names.	Residences.
Thomas L. Kane, President,	Kane, Pa.
Harry G. Clay, Secretary,	522 Walnut street, Philadelphia, Pa.
Samuel Field, Treasurer,	Corner Front and Walnut streets, Philadelphia, Pa.
Names of Directors.	
Thomas L. Kane,	Kane, Pa.
Samuel Field,	Philadelphia, Pa.
H. G. Clay,	Philadelphia, Pa.
Hon. Frederick Fraley,	Philadelphia, Pa.
Hon. B. D. Hamlin,	Smethport, Pa.
Hon. A. I. Wilcox,	Wilcox, Pa.

CAPITAL STOCK.

Capital stock authorized by law, \$500,000 00

The amount of capital stock subscribed, is \$500,000, to be paid for in lands agreeably to the provisions of the charter of the company; these lands, however, have not yet been transferred to the company, and thus far there have been issued but six shares of stock, of the par value of \$100 each.

COST.

Total cost of entire road to date, \$72,428 98

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a
Proposed length of main line, from New York State line to Reynoldsville,	94	

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Johnsonburg.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, 6

STATE OF PENNSYLVANIA, }
County of McKean, } ss :

Personally appeared before me, Thomas L. Kane, president, and Samuel Field, treasurer, of the Wilcox and Howard Hill Improvement Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

THOMAS L. KANE, *President.*
SAMUEL FIELD, *Treasurer.*

Sworn and subscribed before me, this 11th day of December, A. D. 1879.
D. T. HALL, *Justice of the Peace.*

Sworn and subscribed before me, this 13th day of December, A. D. 1879, by Samuel Field, that the above statement is true and correct.
W. W. DOUGHERTY, *Notary Public.*

REPORT

OF THE

West Chester and Phoenixville Railroad Company, for
the year ending December 31, 1879.

OFFICERS.	
Names.	Residences.
William E. Lockwood, President,	Glen Loch and Philadelphia.
William Painter, Vice President,	Philadelphia.
* D. M. McFarland, Secretary and Treasurer,	West Chester, Pa.
Edward S. Taylor, Chief Engineer,	Cape May, N. J.
General offices at 259 South Third street; now, April 19, 1880, at 255 South Third street, Philadelphia.	

Names of Directors.	Residences.
William E. Lockwood,	Glen Loch and Philadelphia.
William E. Barber,	West Whiteland, Pa.
Barton D. Evans,	West Chester, Pa.
John Rutter,	West Chester, Pa.
* David M. McFarland,	West Chester, Pa.
S. M. Painter,	West Chester, Pa.
William Painter,	Philadelphia.

* Resigned October 6, 1879, awaiting the reorganization of the company, and qualification of his successor, to turn over the books and property of the company.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of the company, 2,550 shares.		
Capital stock, amount subscribed, Ten per cent.		
Capital stock paid in by last report. Ten per cent.		
Capital stock, total amount now paid in—see remarks, Ten per cent.		
Capital stock, amount paid in on each share: See remarks.		
Capital stock, par value of each share,	50	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Chester to Phoenixville, about,	14	All.

Gauge.

What is the gauge of your lines? 4 feet 8 inches.

OFFICE OF WEST CHESTER AND PHOENIXVILLE RAILROAD COMPANY,
225 SOUTH THIRD STREET,
PHILADELPHIA, April 21, 1880.

About the last of the year 1867, J. Clemesen Sharpless, Esq., at that time assistant resident engineer of the Pennsylvania railroad, tendered his resignation, and it was accepted to take effect January 1, 1868, and during the year 1868 he was employed by William E. Lockwood to survey and locate a line for a railroad connecting the Pennsylvania and the Chester Valley railroads. This line was run and located by him, and some work done upon it by Mr. Lockwood, it was at that time intended to connect with the Pennsylvania railroad as then located and ultimately a part of a line from West Chester to Phoenixville, subsequently, (in July, 1872,) the Pennsylvania railroad abandoned their then line, moving the road bed north and south, straightening and elevating the road bed some six feet. About the time of the commencement of this work of straightening the Pennsylvania railroad, it was deemed expedient to procure the charter of the West Chester and Phoenixville railroad, and the following gentlemen were named as incorporators: William E. Lockwood, J. T. Murtagh, Henry R. Guss, John J. Parker, Edward H. Hall, Thomas P. Evans, William D. Christman, Samuel M. Painter, Charles H. Pennypacker, Henry S. Evans, Joseph P. Wilson, Alban Garrett, John Rutter, Josiah Hoopes, William Marshall, E. B. Moore, Robert Otto, Cadwalder C. Sellers, Samuel J. Parker, J. Elwood Painter, William P. Townsend, Henry Sharpless, Jefferson Shaner, Stephen G. Snare, D. W. C. Lewis, N. A. Pennypacker, Lewis W. Shields, E. T. Pennypacker, Samuel J. Reeves, John Griffin, Samuel Cornett, Henry Loucks, John W. McCurdy, Archimedes Robb, Wayne MacVeagh, Charles M. Wheatly.

The charter was procured and an organization effected, with William E. Lockwood as its executive and official head, and he has so continued continuously up to the present time, and still is its president at the date of the making of this report. The charter of the West Chester and Phoenixville Railroad Company was approved March 9, 1870. Mr. Garagues, an engineer in the employ of the Pennsylvania railroad at the time their road was being straightened near the above named point of connection, modified Mr. Sharpless' survey and location to conform to the new line and grade adopted by the Pennsylvania railroad. Very considerable work was done on this section between the Chester Valley and Pennsylvania roads, and the line was so run as to connect with the line to West Chester on the south of the newly located line of the Pennsylvania railroad.

The engineer of the West Chester and Phoenixville Railroad Company, Edward S. Taylor, Esquire, has made a rough estimate of the work done at the time he commenced his survey, and found about eight thousand cubic yards of earth embankment, and two hundred cubic yards of second-class masonry, (culvert.) His estimate, considering the time the work was done, being prior to July, 1872, is based at forty cents per cubic yard of embankment, and four dollars per cubic yard for masonry. These prices are predicated upon similar work which was being done by Messrs. Nead & Son, for the Pennsylvania Railroad Company, at or near the point of connection heretofore named, and some of it nearly at the same time. So near was this work of grading and masonry on this one mile completed, that Mr. Sharpless was willing to contract to complete it, according to his survey and location, for the sum of \$3,000.

The work heretofore done may now be classified and estimated as follows: First, cost of organization, State enrollment tax for railroad and

telegraphic purposes, &c.,	\$1,083 36
Interest account,	639 17
Second, estimate for engineering, stationery, postage, and advertising, &c.,	1,892 18
Interest account,	567 85
Third, engineer's estimate for grading and masonry, eight thousand cubic yards of embankment at forty cents,	3,200 00
Interest account,	1,728 00
Two hundred cubic yards of second-class masonry, at \$4,	800 00
Interest account,	432 00
	<hr/>
	\$10,342 56
	<hr/>

The itemized accounts to be rendered to the re-organized company may change these estimates somewhat, but probably in no way materially.

This company is at present re-organizing, a majority of its directors at the date of December 31, 1879, having since resigned. Its first item of indebtedness, as above stated, is almost entirely due to its vice president. All the other indebtedness is due to its president. Some of these subscriptions

to its stock having become uncollectible on account of being outlawed, under the decisions of the courts, said shares have been assigned back to or purchased by the company. The two gentlemen to whom the company is indebted have agreed to accept stock of the re-organized company in settlement of its indebtedness to them, the direction of the company agreeing to assume the action of its executive officer in behalf of the Company, as hereinbefore recited.

This statement will explain the qualification of its officers heretofore made as to the question of construction. Nearly all the right of way from the Chester Valley railroad to the crossing of the Pennsylvania railroad, and for some distance on the south of it, is upon the property of the president of this company, and the question of right of way is now awaiting adjustment.

WILLIAM E. LOCKWOOD.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me,, president of the West Chester and Phoenixville Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

WILLIAM E. LOCKWOOD, *President*.

Sworn and subscribed before me, this 21st day of April, A. D. 1880.

W. W. DOUGHTERTY, *Notary Public*.

PASSENGER RAILWAY REPORTS.



PASSENGER RAILWAY REPORTS.

R E P O R T

OF THE

Allentown Passenger Railway Company, for the year
ending October 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Samuel Lewis, . . .	President,	Allentown, Pa.		
Joseph E. Balliet, .	Secretary and Treasurer, .	Allentown, Pa., . . .	\$100	00
H. T. Bleckley, . .	General Superintendent,	Allentown, Pa., . . .	500	00

General office at Allentown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Lewis,	Allentown, Pa.
William Saeger,	Allentown, Pa.
John D. Stiles,	Allentown, Pa.
R. A. Thayer,	Allentown, Pa.
E. B. Young,	Allentown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock, amount subscribed,		\$45,260	00
Capital stock paid in by last report,		45,260	00
Capital stock, total amount now paid in,		45,260	00
Capital stock, number of shares issued, \$260 scrip,	450		
Capital stock, amount paid in on each share,		100	00
Capital stock, par value of each share,		100	00

DEBT.

Funded Debt.			
First mortgage bonds, (due January 18, 1880, bear interest at seven per cent., which is payable semi-annually,) amount,		\$12,000	00
Total amount now of floating and funded debt,		\$12,000	00
Funded debt, as per last report,	\$12,000 00		

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$24,992	04	\$24,992	04
Equipment,	11,402	09	11,402	09
Total cost,	\$36,394	13	\$36,394	13

CHARACTERISTICS OF ROAD.

Length of road,	3.44 miles.
Length of double track, including sidings,	2 sidings.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	19 pounds.
Number of car-houses, shops, and stables,	2
Number of depots,	1
Number of first-class passenger cars,	2
Average value of each,	\$500 00
Number of second-class passenger cars,	4
Average value of each,	\$275 00
Number of passengers that may be seated in each car, . .	30
Number of other cars: 1 repair car, \$100; 2 sleighs, (\$30 each,) \$60,	\$160 00
Number of horses and mules owned by the company, . .	14
Average value of each, including harness,	\$107 00
Value of real estate held, exclusive of roadway,	10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day,	33
How many miles does each horse travel daily?	12
How is track laid, and on what foundation? String-pieces and cross-ties, on cinder and stone foundation.	
Average time consumed by cars in passing over the road,	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads. Starting on Hamilton street, near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton; thence along said street to the Lehigh and Susquehanna railroad depot, crossing the Jordan and Lehigh bridges, and Lehigh Valley railroad track, another branch of the road branching off to Second street; thence along said street south to the Lehigh Valley railroad depot; thence along the Lehigh Valley railroad to East Penn junction, crossing the county bridge; the main track of the road being continued on second street north to Linden, along Linden to Ridge avenue, up Ridge avenue to Gordon, down Gordon to Front, to the terminus of the road, at Allentown furnace.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

November, 1878,	6,810½	June, 1879,	7,868
December, 1878,	7,431	July, 1879,	8,804½
January, 1879,	6,478½	August, 1879,	12,200
February, 1879,	5,900½	September, 1879,	10,611
March, 1879,	7,614½	October, 1879,	13,032
April, 1879,	7,236		
May, 1879,	8,892	Total,	102,373½

Rate of Fare for Passengers charged.

Single fare : 10 cents, until July 21, 1879 ; now,	5 cents.
Tickets in packages of four sold for 25 cents, until July 21, 1879 ; now five for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$366	23
Repairs of building,	122	26
Taxes on real estate,	65	12
Total,	\$553	61
Operating the Road.		
On account of horses,	\$83	25
Harness and repairs,	52	26
Repairs to cars,	476	26
Horse shoeing,	293	33
Hay and feed,	1,344	56
Office expenses, stationery, and depot expenses,	89	15
Salaries,	533	26
Insurance,	107	02
Watchmen, switchmen, hostlers, pay-roll,	1,965	30
General expense of stable,	7	56
Cleaning track,	110	35
Fluid, fuel, oil, and gas,	68	51
Total,	\$5,684	42

RECEIPTS.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other sources.		Total.
November, 1878,	\$147	60	\$50	00					\$497 60
December, 1878,	577	35	50	00					627 35
January, 1879,	464	60	50	00					514 60
February, 1879,	421	80	55	00					478 80
March, 1879,	560	15							560 15
April, 1879,	553	40	60	00					613 40
May, 1879,	670	05	182	90					852 95
June, 1879,	548	20	25	00					573 20
July, 1879,	535	88	75	00					610 88
August, 1879,	687	95	50	00					737 95
September, 1879,	525	10	25	00					550 10
October, 1879,	643	35	50	00					693 35
Total,	\$6,635	43	\$672	90					\$7,308 33

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$5,684	42
For interest,	840	00
For miscellaneous,	81	90
For municipal taxes,	96	20
For State taxes,	147	96
Total,	\$6,800	48

GENERAL BALANCE SHEET, NOVEMBER 1, 1879.

DR.			
Construction,	\$24,992	04	
Cars,	7,096	57	
Live stock,	8,938	75	
Real estate,	15,785	36	
Tools,	135	51	
Harness,	366	77	
Furniture,	15	00	
Cash,	1,936	50	
Bills receivable,	79	66	
Profit and loss,	2,913	84	
	\$57,260	00	
CR.			
Capital stock,	\$45,260	00	
Mortgage,	12,000	00	
	\$57,260	00	

STATE OF PENNSYLVANIA, }
County of Lehigh, } ss :

Personally appeared before me, Samuel Lewis, president, and Joseph E. Balliet, treasurer, of the Allentown Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

SAMUEL LEWIS, *President.*
JOSEPH E. BALLIET, *Treasurer.*

Sworn and subscribed before me, this 15th day of December, A. D. 1879.
THOS. O. GINKINGER,
Notary Public.

REPORT

OF THE

Central Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
C. Stoltz,	President,	Reading, Pa.,	None.	
E Moser,	Secretary,	Reading, Pa.,	None.	
E. Moser,	Treasurer,	Reading, Pa.,	None.	
E. Moser,	General Manager,	Reading, Pa.,	None.	
E. Moser,	General Superintendent,	Reading, Pa.,	\$600	00

Names of Directors.		Residences.
Henry S. Eckert,		Reading, Pa.
P. R. Stetsen,		Reading, Pa.
Lewis Heilman,		Reading, Pa.
David Keiser,		Reading, Pa.
F. S. Bernhart,		Reading, Pa.
W. D. Althouse,		Reading, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock, amount subscribed,	50,000	00
Capital stock, number of shares issued,	1,000	
* Capital stock, amount paid in on each share,	Cannot say.	
Capital stock, par value of each share,	50	00

* Road purchased at sheriff's sale, and C. P. R. W. Co. organized and stock distributed among the purchasers.

DEBT.

Funded Debt.		
First mortgage bonds, (due 1885, bear interest at seven per cent., which is payable April and October,) amount,		
	\$24,200	00
Total amount now of funded debt,	\$24,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment or purchase of property, \$12,074 76		
Total amount now of floating debt,	12,074	76
Total amount now of floating and funded debt,	\$36,074	76
Funded debt as per last report,	\$24,200	00
Floating debt as per last report,	12,226	31

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$62,329	91	\$62,329	91
Equipment,	16,602	50	16,607	50
Total cost,	\$78,932	41	\$78,937	41

CHARACTERISTICS OF ROAD.

Length of road laid, 2²/₁₀ miles.
Length of double track, including siding, ⁶/₁₀ miles.
Gauge of road, 5 feet 2¹/₂ inches.
Weight of rail per yard on main track, 45 pounds.
Number of car-houses, shops, and stables, 1
Number of depots, 1
Number of first-class passenger cars, 6
Average value of each : Bought at sheriff's sale, and included in road. Cannot say.
Number of passengers that may be seated in each car : 4 cars, seat 14 each ; 2 cars, seat 42 each.
Number of horses and mules owned by the company, 17
Average value of each, including harness : Bought with road and equipment. Cannot say.
Average weight in pounds of passenger cars, exclusive of passengers and baggage : 4 cars, 2,000 pounds each ; 2 cars, 3,500 pounds each.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 4.7
Number of trips each day, 42
How many miles does each horse travel daily ? 22
How is track laid, and on what foundation ? Broken stone and clay.
Average time consumed by cars in passing over the road, 28 minutes.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Commencing at Front street, on Penn street ; thence along Penn street to Eleventh street ; thence along Perkiomen avenue to near Nineteenth street ; thence on lane to depot. No connection with other roads, but crossing City Passenger railway at Sixth and Penn streets, and Philadelphia and Reading railroad at Seventh and Penn streets.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	7,890	August, 1879,	22,106
February, 1879,	6,770	September, 1879,	16,644
March, 1879,	7,853	October, 1879,	19,377
April, 1879,	8,834	November, 1879,	10,657
May, 1879,	16,644	December, 1879,	10,643
June, 1879,	19,017		
July, 1879,	28,791	Total,	175,235

Rate of Fare for Passengers charged.

Single fare, 5 cents, children 3 cents.
Commutation books, 125 tickets, for \$4 50.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$287	77
Taxes on real estate,	287	77
Operating the Road.		
On account of horses,	352	19
Harness and repairs,	65	00
Repairs to cars,	453	26
Horse shoeing,	279	97
Hay and feed,	1,739	38
Office expenses, stationery, and depot expenses,	102	00
Salaries,	600	00
Insurance,	20	00
Watchmen, switchmen, hostlers, pay-roll,	767	08
General expense of stable,	115	85
Conductors and drivers,	1,360	09
Fluid, fuel, oil, and gas,	199	98
Total,	\$6,054	80

Receipts on Construction and Equipment account during the Year.

Other sources,	\$55	17
Total,	\$55	17

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879,	\$380	27	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	\$380 27
February, 1879,	267	06	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	267 06
March, 1879,	317	64	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	317 64
April, 1879,	374	34	. . . . .	. . . . .	. . . . .	\$3	10	. . . . .	877 44
May, 1879,	737	86	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	737 86
June, 1879,	866	76	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	866 76
July, 1879,	1,305	74	. . . . .	. . . . .	. . . . .	1	00	. . . . .	1,306 74
August, 1879,	1,026	27	. . . . .	. . . . .	. . . . .	2	85	. . . . .	1,028 62
September, 1879,	782	09	. . . . .	. . . . .	. . . . .	. . . . .	35	. . . . .	782 44
October, 1879,	877	58	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	877 58
November, 1879,	430	66	. . . . .	. . . . .	. . . . .	47	87	. . . . .	478 53
December, 1879,	425	60	. . . . .	. . . . .	. . . . .	. . . . .	50	. . . . .	426 10
Total,	\$7,791	87	. . . . .	. . . . .	. . . . .	\$55	17	. . . . .	\$7,847 04

SUMMARY OF PAYMENTS.

For construction,	\$6,504	11
For maintaining the road or real estate of the corporation, and operating the road,	17	23
For payment on floating debt,	178	55
For State taxes on receipts,	174	56
Total,	\$6,874	45
Total amount of surplus fund,	972	59
	\$7,847	04

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Road and real estate,	\$57,640	67	
Stable and car-house,	3,235	25	
Office building,	59	98	
Track construction,	1,394	03	
Equipment,	16,607	50	
Horse feed, \$1,231 22; horse shoeing, \$195 00; horse expenses, \$53 65,	1,479	87	
Car repair, \$201 23; harness repair, \$48 30,	249	53	
Car expenses, \$143 64; stable expenses, \$32 85; stable rent, \$50 00; office expenses, \$18 57,	245	06	
Repair of road,	199	30	
Drivers and conductors,	804	09	
Hostlers and watchmen,	551	72	
Superintendence,	400	00	
Interest,	11	48	
Insurance,	20	00	
Horse hire,	244	75	
Legal services,	50	00	
Tools and implements,	168	12	
Stable furniture, \$320 88; office furniture, \$32 00,	352	88	
Printing and stationery,	23	97	
Materials,	260	30	
Sundry individuals,	129	50	
Deficiency,	300	53	
General feed account,	300	59	
Profit and loss, (stock,)	1,614	63	
Profit and loss,	4,876	69	
Cash,	972	59	
Car hire,	192	00	
Tax,	174	56	
	\$92,739	57	
CR.			
Capital stock,	\$50,000	00	
First mortgage bonds,	24,200	00	
Bills payable,	3,191	47	
Box receipts,	6,291	46	
Package tickets,	159	10	
Pay-roll,		30	
Eckert, Stolz & Co.,	6,538	75	
Sundry individuals,	2,358	49	
	\$92,739	57	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$50,000 09

STATE OF PENNSYLVANIA, } ss :
County of Berks,

Personally appeared before me, E. Moser, receiver, of the Central Passenger Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed) E. MOSER, Receiver.

Sworn and subscribed before me, this 16th day of January, A. D. 1880.
JAMES R. KENNEY, Notary Public.

OFFICE OF CENTRAL PASSENGER RAILWAY COMPANY,
READING, PA., January 15, 1880.
A. K. DUNKEL, Esquire, Secretary of Internal Affairs, Harrisburg, Pa :
DEAR SIR : On last March the road went into the hands of a receiver, and I was appointed by the court of Berks county, and operated the road as such ever since. The officers of the company named in report are still the same, which accounts for me returning them as such. I was advised to make out the report as receiver, and have certified to as such, hoping the same satisfactory.
Respectfully yours,
E. MOSER, Receiver.

REPORT
OF THE
Central Passenger Railway Company, for the year ending
December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
E. P. Jones,	President,	Pittsburgh.		
Charles P. Duff,	Secretary,	Pittsburgh.		
E. P. Jones,	Treasurer,	Pittsburgh,	\$400	00
R. G. Herron,	General Superintendent,	Pittsburgh,	1,200	00

General office at Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
E. P. Jones,	Pittsburgh.
Jacob H. Walters,	Pittsburgh.
Charles P. Duff,	Pittsburgh.
George L. Whitney,	Pittsburgh.
A. Burns,	Pittsburgh.
R. G. Herron,	Pittsburgh.
A. M. Brown,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$30,000	00
Capital stock, amount subscribed,	30,000	00
Capital stock paid in by last report,	27,750	00
Capital stock, total amount now paid in,	27,750	00
Capital stock, number of shares issued,	555	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1889, bear interest at six per cent., which is payable in February and August,) amount,	\$15,000	00
Total amount now of funded debt,	\$15,000	00
Floating Debt.		
Total amount now of floating and funded debt,	15,000	00
Funded debt as per last report,	\$7,600	00
Floating debt as per last report,	4,500	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$41,463	65	\$41,463	65
Equipment,	7,740	85	7,740	85
Total cost,	\$49,204	50	\$49,204	50

CHARACTERISTICS OF ROAD.

Length of road laid,	3 miles.
Length of double track, including sidings,	1 mile.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	38 and 45 lbs.
Number of car-houses, shops, and stables: All in one building.	
Number of depots,	2
Number of first-class passenger cars,	8
Average value of each,	\$500 00

Number of passengers that may be seated in each car, . .	14 and 16
Number of other cars,	2
Number of horses and mules owned by the company, . .	58
Average value of each, including harness,	\$125 00
Value of real estate held exclusive of roadway,	\$6,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day,	8 and 9
How many miles does each horse travel daily,	18
How is your track laid, and on what foundation? Ties and stringers.	

Average time consumed by cars in passing over the road ? 40 to 42 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Beginning at car stables, at corner of Herron avenue and Thirty-third street ; thence along Herron avenue, to Centre avenue, to Fulton street, to Wylie avenue, to Fifth avenue, to Grant street, to Fourth avenue, to Market street. Connects with P. O. & E. L. Railway Company, Pittsburgh and Birmingham and South Side Railway Companies.

Monthly Statement of Passengers (all classes,) carried in Cars for the year.

January, 1879,	30,230	August, 1879,	37,602
February, 1879,	30,686	September, 1879,	37,903
March, 1879,	32,483	October, 1879,	42,662
April, 1879,	34,010	November 1879,	35,229
May, 1879,	40,020	December, 1879,	40,669
June, 1879,	38,419		
July, 1879,	40,911	Total,	440,914

The Rate of Fare for Passengers Charged.

Single fare, ten cents up and five cents down.
Tickets in packages of four sold for 20 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$1,765	07
Repairs of building,	192	65
Taxes on real estate,	33	00
Total,	\$1,990	72
Operating the Road.		
On account of horses,	\$1,095	58
Harness and repairs,	172	55
Repairs to cars,	1,110	25
Horse shoeing,	1,081	60
Hay and feed,	5,789	90
Office expenses, stationery, and depot expenses,	2,617	17
Insurance,	200	00
Watchmen, switchmen, hostlers, pay-roll, and salaries,	5,845	20
General expense of stable,	268	00
Fluid, fuel, oil, and gas,	117	16
Damage for injury of person,	167	00
Total,	\$17,964	41

Receipts on Construction and Equipment Account during the year.

From sale of bonds, \$15,000 00

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879, .	\$1,140	85	.	.	.	.	.	.	.
February, 1879, .	1,175	20	.	.	.	.	.	.	.
March, 1879, . .	1,325	55	.	.	.	.	.	.	.
April, 1879, . . .	1,399	90	.	.	.	.	.	.	.
May, 1879, . . .	1,671	05	.	.	.	.	.	.	.
June, 1879, . . .	1,579	05	.	.	.	.	.	.	.
July, 1879, . . .	1,740	80	.	.	.	.	.	.	.
August, 1879, . .	1,592	85	.	.	.	.	.	.	.
September, 1879,	1,640	55	.	.	.	.	.	.	.
October, 1879, . .	1,830	05	.	.	.	.	.	.	.
November, 1879,	1,421	40	.	.	.	.	.	.	.
December, 1879,	1,594	45	\$561	50	\$40	00	\$15,528	45	.
Total,	\$18,102	70	\$561	50	\$40	00	\$15,528	45	\$34,232 65

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$18,826	55
For interest,	2,403	96
For new passenger cars and horses,	1,095	53
For payments to loan account,	12,100	00
For municipal taxes,	33	00
Total,	\$34,459	09

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 555 shares.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	1	.	.
.	1	.	.

Statement of each Accident.

June, 1879. James Carroll, an expressman, fell from his express wagon on Wylie avenue, he alleging that he was thrown from his seat by a displaced rail, commenced suit for damages. The Company, although in possession of evidence to show contributory negligence on the part of the injured man, compromised the case by payment of \$100 for injuries, \$37 to the attending physician, and to his attorney, \$30.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, E. P. Jones, president, and R. G. Herron, superintendent, of the Central Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

E. P. JONES, *President.*
R. G. HERRON, *Superintendent.*

Sworn and subscribed before me, this 9th day of April, A. D. 1880.
W. H. HOUSEMAN, *Notary Public.*

REPORT

OF THE

Citizens' Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
George Williams,	President,	Philadelphia,	\$2,500	00
John Q. Adams,	Secretary,	Philadelphia,	1,800	00
Chas. J. McClary,	Treasurer,	Philadelphia,	2,300	00
Geo. T. Leonard,	General Superintendent, .	Philadelphia,	1,800	00

Names of Directors.		Residences.
William McClary,	. . . . .	Philadelphia.
John McCarthy,	. . . . .	Philadelphia.
J. D. Brown,	. . . . .	Philadelphia.
Charles E. Ellis,	. . . . .	Philadelphia.
John H. Mollwain,	. . . . .	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock paid in by last report,	192,500	00
Capital stock, total amount now paid in,	192,500	00
Capital stock, number of shares issued,	10,000	
Capital stock, amount paid in on each share: \$20 on 8,500, \$15 on 1,500 shares.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	150	00

DEBT.

Total cash realized from capital stock and debt, \$192,500 00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$111,112	55	\$111,112	55
Equipment,	187,932	19	187,932	19
Total cost,	\$299,044	74	\$299,044	74

CHARACTERISTICS OF ROAD.

Length of road laid, about, 10 miles.
Gauge of road, 5 feet 2 inches.
Weight of rail per yard on main track, 45 and 47 lbs.
Number of car-houses, shops, and stables : 1 car-house, 3 shops, 3 stables.
Number of depots, 1
Number of first-class passenger cars, 48
Average value, of each, \$300
Number of second-class passenger cars, 8
Average value of each, \$150
Number of passengers that may be seated in each car, 22
Number of other cars: 3 sweepers, and 2 plows.
Number of horses and mules owned by the company, 367
Average value of each, including harness, \$65
Value of real estate held, exclusive of road way, \$150,000
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage, 4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 6
Number of trips each day, 300
How many miles does each horse travel daily ? 21½
How is track laid, and on what foundation? Yellow pine stringers and cross-ties on gravel.
Average time consumed by cars in passing over the road, 84 minutes.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Twelfth street and Susquehanna avenue; down Twelfth to Diamond; down Diamond to Tenth; down Tenth to Reed; up Reed to Eleventh; up Eleventh to Susquehanna; up Susquehanna to depot. Branch road on Tenth street, from Reed to Mifflin; up Mifflin to Twelfth; up Twelfth to Wharton; down Wharton to Tenth; down Tenth to Reed. Branch road on Tenth street, from Diamond street to Germantown avenue.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	404,720	August, 1879,	373,858
February, 1879,	367,425	September, 1879,	438,330
March, 1879,	415,472	October, 1879,	482,203
April, 1879,	428,293	November, 1879,	451,989
May, 1879,	451,697	December, 1879,	495,328
June, 1879,	424,151		
July, 1879,	392,993	Total,	5,126,559

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of 4, sold for	24 cents.
Transfer tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$7,809	94
Repairs of building,	91	99
Taxes on real estate,	889	69
Total,	\$8,791	62
Operating the Road.		
On account of horses,	11,120	00
Harness and repairs,	1,862	86
Repairs to cars,	7,349	86
Horse shoeing,	6,773	60
Hay and feed,	34,082	47
Office expenses, stationery, and depot expenses: Included in miscellaneous.		
Salaries and wages,	102,046	08
Insurance,	1,190	62
Watchmen, switchmen, hostlers, pay-roll: Included in salaries and wages.		
General expense of stable: Included in drugs and medical attendance and wages.		
Conductors and drivers: Included in salaries and wages.		
Fluid, fuel: Included in miscellaneous.		
Oil and gas,	1,310	71
Damage for injury of persons,	80	00
Total,	\$174,107	32

NOTE.—The following expenditures were made, and are not included in the foregoing sum of	\$174,107	32
Royalty on registers,	1,601	43
Drugs and medical attendance,	456	42
Printing,	910	45
Examination by detectives,	1,527	48
City licenses for cars,	2,225	00
City tax on dividends,	6,000	00
City tax on horses and water,	425	00
State taxes,	7,471	16
Miscellaneous expense,	2,075	65
	\$196,799	91

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, .	\$20,304	53	.	.	.	.	\$5,347	67	\$25,652	20
February, 1879, .	18,380	11	.	.	\$746	00	4,683	90	23,810	01
March, 1879, . .	20,908	01	.	.	.	.	5,367	25	26,275	26
April, 1879, . .	21,362	73	.	.	.	.	5,399	55	26,762	28
May, 1879, . . .	22,357	93	.	.	546	00	5,938	12	28,842	05
June, 1879, . . .	20,801	32	.	.	.	.	2,089	78	22,891	10
July, 1879, . . .	18,848	47	.	.	.	.	4,538	23	23,386	70
August, 1879, . .	17,800	55	.	.	528	00	4,817	11	22,645	66
September, 1879, .	21,624	85	.	.	.	.	5,292	34	26,917	19
October, 1879, . .	23,914	41	.	.	.	.	5,558	62	29,473	03
November, 1879, .	22,535	93	.	.	630	00	5,367	11	28,532	04
December, 1879, .	24,883	28	.	.	.	.	2,279	90	27,163	18
Total,	\$258,722	12	.	.	\$2,450	00	\$56,179	58	\$312,350	70

NOTE.—Of the receipts from other sources, \$56,179 58 were received from the Empire Passenger Railway Company, under lease.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$168,669	06
For dividends,	100,000	00
For new passenger cars and horses,	11,120	00
For payments made to surplus fund,	525	84
For municipal taxes,	9,539	69
For State taxes,	7,471	16
Total,	\$297,325	75
Total amount of surplus fund,	\$51,836	91

GENERAL BALANCE SHEET, JANUARY 1, 187..

DR.			
Construction, equipment, and real estate,	\$431,467	80	
Surplus fund, including cash and mortgages,	51,836	91	
	\$483,304	71	
CR.			
Capital stock paid in,	\$192,500	00	
Surplus, reserve, and profit and loss, all of which, except \$51,836 91, has been expended in construction, equipment, and real estate, . .	290,804	71	
	\$483,304	71	

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, 10,000 shares.
Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1879, \$2 50 per share. April 1, 1879, \$2 50 per share. July 1, 1879, \$2 50 per share. October 1, 1879, \$2 50 per share.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	1	.....

Statement of each Accident.

The only accident occurred with a child, Annie Niesgoski, aged twenty months, who was run over and killed at the corner of Twelfth and Carpenter streets, on the 12th of May, 1879.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } 88 :

Personally appeared before me, George Williams, president, and Charles J. McClary, treasurer, of the Citizens' Passenger Railway Company, who, being duly affirmed and sworn, do depose, declare, and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

GEORGE WILLIAMS, *President.*

CHARLES J. McCLARY, *Treasurer.*

Affirmed and sworn and subscribed before me, this 24th day of January,
A. D. 1880.

R. M. HARTLEY, *Notary Public.*

REPORT

OF THE

*Citizens' Passenger Railway Company, for the year
ending November 10, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.	
James Verner,	President,	Pittsburgh,	\$2,000	00
A. Murdock,	Secretary,	Allegheny City, . . .	1,400	00
John G. Holmes, . . .	Treasurer,	Pittsburgh.		

General Superintendent included in pay-roll, ninth item, under the head of " Operating the Road."

<i>Names of Directors.</i>	<i>Residences.</i>
James Verner,	Pittsburgh.
Joseph S. Brown,	Allegheny City.
W. W. Speer,	Allegheny City.
John B Jackson,	Pittsburgh.
James Irwin,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock. amount subscribed,	100,000	00
Capital stock paid in by last report,	184,000	00
Capital stock, total amount now paid in,	184,000	00
Capital stock, number of shares issued,	4,000	
Capital stock, amount paid in on each share,	46	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Floating Debt.</i>			
Unfunded debt. incurred for construction, equipment, or purchase of property,	\$4,000	00	
Debt incurred for any other purpose, and for what: Miscellaneous,	5,748	16	
The amount now of floating debt,	\$9,748		16
Total amount now of floating and funded debt,	\$9,748		16
Funded debt as per last report,	\$37,800	00	
Floating debt as per last report,	7,365	00	

COST OF ROAD AND EQUIPMENT.

	<i>By last report.</i>		<i>By present report.</i>	
Construction,	\$110,828	32	\$110,828	32
Equipment,	49,805	46	49,846	90
Total cost,	\$160,633	78	\$160,675	22

CHARACTERISTICS OF ROAD.

Length of road laid,	5 miles, 2,927 ft.
Length of track,	3½ miles.
Gauge of road,	5 ft. 2½ inches.
Weight of rail per yard on main track,	43 and 45 lbs.
Number of car-houses, shops, and stables,	5
Number of depots,	2
Number of first-class passenger cars,	28
Average value of each,	\$700 00
Number of second-class passenger cars,	5
Average value of each,	\$300 00
Number of passengers that may be seated in each car, . .	24

Number of other cars,	2
Number of horses and mules owned by the company, . .	213
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of road way, . . .	75,304 48
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	216
How many miles does each horse travel daily? . . .	19½
How is track laid, and on what foundation? White pine stringers and cross-ties, gravel and clay bed.	
Average time consumed by cars in passing over the road, to cemetery,	40 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads. On Penn avenue, to Butler street; along Butler to cemetery; thence to Sharpsburg and Lawrenceville bridge, on extension of Butler street.

Monthly Statement of Passengers (all classes) carried in Cars for the year.			
November, 1878, to the 10th, . .	140,424	July, 1879,	252,526
December, 1878,	206,424	August, 1879,	249,671
January, 1879,	184,808	September, 1879,	257,937
February, 1879,	176,135	October, 1879,	273,152
March, 1879,	209,319	November, 1879,	84,538
April, 1879,	215,307		
May, 1879,	246,257	Total,	2,736,474
June, 1879,	239,976		

Rate of Fare for Passengers charged.	
Single fare,	6 cents.
Tickets in packages of five sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$10,465	14
Repairs of building,	487	38
Taxes on real estate,	645	34
Total,	\$11,597	86
Operating the Road.		
On account of horses,	\$165	07
Harness and repairs,	657	96
Repairs to cars,	5,308	84
Horse shoeing,	3,934	66
Hay and feed,	16,507	02
Office expenses, stationery, and depot expenses,	746	61
Salaries,	3,401	26
Insurance,	732	50
Watchmen, switchmen, hostlers, pay-roll,	12,973	44
General expense of stable,	796	20
Conductors and drivers,	31,107	91
Fluid, fuel, oil, and gas,	875	82
Damage for injury of property,	10	00
Total.	\$48,815	15

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
November, 1878,*	\$7,522	58	.	.	.	.	.	.	\$7,522	58
December, 1878,	11,043	24	.	.	.	.	.	.	11,043	24
January, 1879,	9,879	39	.	.	.	.	.	.	9,879	39
February, 1879,	9,412	26	.	.	.	.	.	.	9,412	26
March, 1879,	11,217	54	.	.	.	.	.	.	11,217	54
April, 1879,	11,549	17	.	.	.	.	\$264	00	11,813	17
May, 1879,	13,203	31	.	.	.	.	.	.	13,203	31
June, 1879,	12,920	30	.	.	.	.	.	.	12,920	30
July, 1879,	13,670	10	.	.	.	.	.	.	13,670	10
August, 1879,	13,471	08	.	.	.	.	.	.	13,471	08
September, 1879,	13,872	66	.	.	.	.	176	00	14,048	66
October, 1879,	14,694	69	.	.	.	.	.	.	14,694	69
November, 1879,	4,524	26	.	.	.	.	413	93	4,933	19
Total, . . .	\$146,980	58	.	.	.	.	\$853	93	\$147,834	51

*To the 10th.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$88,815	15
For interest,	2,587	66
For dividends,	20,000	00
For new passenger cars and horses,	2,837	16
For miscellaneous,	3,757	66
For payments made to surplus fund,	23,863	69
For municipal taxes, real estate deducted, but included in third item, head of expenses,	3,693	13
State taxes,	2,281	06
Total,	\$147,834	51
Total amount of surplus fund,	\$75,157	87

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Construction,		\$110,828	32
Equipment,		49,846	90
Real estate,		75,304	48
Materials on hand,		6,079	50
Miscellaneous,		26,846	83
		\$268,906	03
CR.			
Capital stock,		\$184,000	00
Mortgage real estate,		4,000	00
Miscellaneous,		5,748	16
Surplus fund,		75,157	87
		\$268,906	03

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, 4,000

Rate and date of all cash dividends on stock of original and consolidated companies : December 11, 1878, five per cent. on \$200,000 ; October 1, 1879, five per cent. on \$200,000.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, James Verner, president, and A. Murdock, for treasurer, of the Citizens' Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 10, A. D. 1879, according to the best of their knowledge and belief.

(Signed) JAMES VERNER, *President.*
A. MURDOCK, *for Treasurer.*

Sworn and subscribed before me this 24th day of December, A. D. 1879.
B. M. McKENNA, *Alderman.*

REPORT
OF THE
Coalville Passenger Railway Company, for the year ending November 30, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Charles A. Miner,	President,	Wilkes-Barre.	}	\$240 00
Geo. Loveland, .	Secretary,	Wilkes-Barre, . . .		
Geo. Loveland, .	Treasurer,	Wilkes-Barre, . . .		
A. S. Orr,	General Superintendent,		
				720 00

General office, at Wilkes-Barre.	
<i>Names of Directors.</i>	<i>Residences.</i>
Charles A. Miner,	Wilkes-Barre.
John Espy,	Wilkes-Barre.
Elias Robins,	Wilkes-Barre.
John G. Wood,	Wilkes-Barre.
Milton Dana,	Wilkes-Barre.

CAPITAL STOCK.

Capital stock authorized by law, with privilege of increasing,	\$50,000	00
Capital stock authorized by votes of company,	68,000	00
Capital stock, amount subscribed,	62,675	00
Capital stock paid in by last report,	62,675	00
Capital stock, total amount now paid in,	62,675	00
Capital stock, number of shares issued, 626		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 22, 1885, bear interest at eight per cent., which is payable, semi-annually, in April and October,) amount,	\$15,000	00
Total amount now of funded debt,	\$15,000	00
Floating Debt.		
The amount now of floating debt, including interest on mortgage, . .	6,526	35
Total amount now of floating and funded debt,	\$21,526	35
Funded debt as per last report,	\$15,000	00
Floating debt as per last report,	6,754	73

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$38,834	90	\$38,834	90
Equipment,	8,568	25	8,568	25
Total cost,	\$47,403	15	\$47,403	15

CHARACTERISTICS OF ROAD.

Length of road laid, including sidings,	2½ miles.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	20 and 34 lbs.
Number of car-houses, shops, and stables,	1 of each.
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each,	\$400 00
Number of passengers that may be seated in each car, . .	14
Number of horses and mules owned by the company, . .	9
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway, (cost,) .	\$27,052 89
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,045
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day,	20
How many miles does each horse travel daily?	26
How is track laid, and on what foundation? 20 pound rail on cross-ties, 34 pounds on stringers.	

Average time consumed by cars in passing over the road, 45 minutes.

Describe the route of your road in details, giving the streets occupied, and connection with other roads: Commences near the Lehigh and Susquehanna railroad depot at Ashley, thence through the borough of Ashley and along the back road through the township of Hanover to the city of Wilkes-Barre, thence along Hazle avenue to Washington street, thence along Washington street to Market street.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

December, 1878,	5,416	July, 1879,	8,088
January, 1879,	3,901	August, 1879,	7,875
February, 1879,	3,803	September, 1879,	7,604
March, 1879,	5,095	October, 1879,	7,640
April, 1879,	5,758	November, 1879,	7,688
May, 1879,	6,314		
June, 1879,	6,746	Total,	75,928

Rate of fare for Passengers charged.

Single fare, to Dana street, 5 cents; to Newtown and Ashley, 10 cents.

Tickets in packages of 25 sold for \$100, to Dana street.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$88	72
Repairs of building,	11	14
Taxes on real estate,	105	74
Total,	\$205	60
Operating the Road.		
On account of horses,	\$35	00
Harness and repairs,	38	01
Repairs to cars,	69	27
Horse shoeing,	148	50
Hay and feed,	939	48
Office expenses, stationery, and depot expenses,	10	25
Salaries,	960	00
Insurance,	50	00
Watchmen, switchmen, hostlers, pay-roll; Included in State expense.		
General expense of stable,	400	00
Conductors and drivers,	720	00
Fluid, fuel, oil, and gas,	48	51
Total,	\$3,624	62

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
December, 1878,	\$319	75	:	.	.	.	.	.	\$319	75
January, 1879,	248	95	\$60	00	.	.	.	.	308	95
February, 1879,	225	40	35	00	\$9	50	.	.	369	90
March, 1879,	307	85	30	00	.	.	.	.	337	85
April, 1879,	351	75	80	00	.	.	\$95	00	476	75
May, 1879,	377	95	30	00	.	.	1	00	408	95
June, 1879,	399	65	80	00	.	.	.	.	429	65
July, 1879,	558	45	14	00	.	.	.	.	572	45
August, 1879,	453	40	30	00	.	.	.	.	483	40
September, 1879,	482	20	30	00	.	.	5	00	517	20
October, 1879,	447	40	30	00	.	.	.	.	477	40
November, 1879,	630	70	158	05	40	00	60	75	789	50
Total,	\$4,803	45	\$477	05	\$49	50	\$161	75	5,491	75

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$3,625	08
For interest,	1,398	04
For miscellaneous,	52	67
For municipal taxes: Included in taxes on real estate.		
For State taxes,	32	03
Total,	\$5,107	77

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Construction,	\$38,834	90	
Equipment,	8,568	25	
			\$47,403 15
Real estate, (cost,)			27,052 89
Interest dividends in stock, in 1870, 1871, and 1872,			6,211 48
Inventory of articles not included in equipment, &c.,			317 50
Judgments, accounts, &c.,			391 24
Profit and loss,			2,825 09
			\$84,201 35
CR.			
Capital stock,	\$62,675	00	
Mortgage, recorded in Mortgage Book 30, p. 196,	15,000	00	
Floating debt, including unpaid interest on mortgage,	6,526	35	
			\$84,201 35

STATE OF PENNSYLVANIA, }
County of Luzerne, } ss :

Personally appeared before me, Charles A. Miner, president, and George Loveland, treasurer, of the Coalville Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) CHAS. A. MINER, *President.*
GEORGE LOVELAND, *Treasurer.*

Sworn and subscribed before me, this 23d day of December, A. D. 1879.
THOS. H. ATHERTON,
Notary Public.

R E P O R T
OF THE
*Continental Passenger Railway Company, for the year
ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.	
Wm. H. Kemble, .	President,	No. 2205 Green street, Philadelphia, . .	\$3,500	00
John B. Peddle, .	Secretary and Treasurer,	No. 1523 Oxford street, Philadelphia, . .	1,500	00
Jacob C. Petty, . .	General Superintendent,	No. 2110 N. Twentieth street, Philadelphia,	1,800	00

General office at Twentieth street and Montgomery avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Elkins,	Philadelphia.
P. A. B. Widener,	Philadelphia.
Samuel Daniels,	Philadelphia.
M. S. Quay,	Philadelphia.
C. T. Yerkes, junior,	Philadelphia

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, total amount now paid in,	580,000	00
Capital stock, number of shares issued,	20,000	
Capital stock, amount paid in on each share: \$15 on 12,000 shares, \$35 on 2,000 shares, \$55 on 6,000 shares.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June 1, 1898, bear interest at seven per cent., which is payable June and December,) amount,	\$500	00
Second mortgage bonds, (due January 1, bear interest at six per cent., which is payable January and July,) amount,	349,500	00
Total amount now of funded debt,	\$350,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$30,000	00
The amount now of floating debt,	30,000	00
Total amount now of floating and funded debt,	\$380,000	00
Funded debt as per last report,	\$100,000	00
Total cash realized from capital stock and debt,	\$960,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction and real estate,	\$267,767	04	\$273,203	88
Equipment,	100,355	03	103,644	89
Total cost,	\$368,122	07	\$376,848	77

CHARACTERISTICS OF ROAD.

Length of road laid,	9½ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 to 56 lbs.
Number of car houses, shops, and stables,	3
Number of depots,	3
Number of first-class passenger cars,	65
Average value of each,	\$600 00
Number of second-class passenger cars,	22
Average value of each,	\$500 00
Number of passengers that may be seated in each car, . .	22
Number of other cars, sweepers,	5
Number of horses and mules owned by the company, . .	617
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway, . .	\$113,195 12
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hours,)	5
Number of trips each day,	12
How many miles does each horse travel daily?	19
How is track laid and on what foundation?	Yellow pine.
Average time consumed by cars in passing over the road, . .	1 h. 40 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Depot, Twentieth and Montgomery avenue, south to Filbert, east to Sixth, south to Sansom street, west to Eighteenth street, north to Montgomery avenue, west to depot. The branches: Depot, Twentieth and Wharton streets, north to Filbert, east to Nineteenth, south to Wharton, west to Twentieth. Leased lines: Seventeenth and Nineteenth Streets Passenger Railway Company; depot, Seventeenth and Berks, south to Filbert, east to Twelfth, south to Sansom street, west to Nineteenth street, north to Norris street, east to Seventeenth, south to depot. Branch station, Eighteenth and Wharton, north to Filbert street, east to Seventeenth street, south to Reed, west to Eighteenth, north to Wharton street station.

Monthly statement of Passengers (all classes) carried in Cars for the Year.*

January, 1879,	376,044	August, 1879,	556,092
February, 1879,	339,417	September, 1879,	546,446
March, 1879,	286,491	October, 1879,	545,981
April, 1879,	289,064	November, 1879,	553,882
May, 1879,	241,367	December, 1879,	660,471
June, 1879,	260,792		
July, 1879,	566,011	Total,	5,202,058

Rate of Fare for Passengers charged.

Single fare, 6 cents ; exchange tickets, 9 cents ; children, 4 cents.
Tickets in packages of four sold for 24 cents.

EXPENSES.

Maintaining the Road and Real Estate of the Corporation.		
Repairs of road bed and railway,	\$1,651	08
Repairs of building,	464	11
Taxes on real estate,	1,589	13
Total,	\$3,704	32
Operating the Road.		
On account of horses,	6,417	05
Harness and repairs,	1,228	46
Repairs to cars,	4,160	20
Horse shoeing,	6,774	00
Hay and feed,	34,920	87
Office expenses, stationery, and depot expenses,	2,134	14
Salaries,	7,911	88
Insurance,	1,327	50
Watchmen, switchmen, hostlers, pay-roll,	23,791	62
General expense of stable,	1,282	83
Conductors and drivers,	58,691	70
Fluid, fuel, oil, and gas,	1,580	43
Damage for injury of persons,	125	00
Total,	\$152,351	18

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders,	\$330,000	00
From sale of bonds,	250,000	00
Total,	\$580,000	00

On the 1st of July, 1879, the Continental Passenger Railway Company leased the Seventeenth and Nineteenth Streets Passenger Railway Company, and one half of the Empire (Twelfth and Sixteenth) Passenger Railway Company. The receipts from passengers and all expenses are included in the accounts of the Continental Passenger Railway Company.

* This statement includes all passengers carried by the Continental and its leased lines.

RECEIPTS, (including Leased Lines from July 1, 1879.)

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, .	\$14,012	31	.	.	\$145	00	.	.	\$14,157	31
February, 1879, .	12,965	02	.	.	138	33	.	.	13,103	35
March, 1879, . .	14,568	79	.	.	151	75	.	.	14,720	54
April, 1879, . . .	15,521	49	.	.	134	42	.	.	15,655	91
May, 1879,	16,401	22	.	.	150	50	.	.	16,551	72
June, 1879,	15,218	81	.	.	153	00	.	.	15,371	81
July, 1879,	13,210	63	.	.	128	33	.	.	13,338	96
August, 1879, . . .	24,932	33	.	.	380	33	.	.	25,312	66
September, 1879, .	29,977	98	.	.	364	16	.	.	30,342	14
October, 1879, . .	34,030	37	.	.	346	00	.	.	34,376	37
November, 1879, .	33,076	40	.	.	374	92	.	.	33,451	32
December, 1879, .	37,570	89	.	.	385	42	.	.	37,956	31
									*15,619	77
Total,	\$261,486	24	.	.	\$2,852	16	.	.	\$279,958	17

* Receipts from Seventeenth and Nineteenth Street Passenger Railway Company for July, 1879.

SUMMARY OF PAYMENTS.

Conductors and drivers,	\$58,691	70
Stables,	19,933	15
Depots,	3,858	47
Blacksmithing,	6,774	00
Salaries,	7,911	83
Car repairs,	4,160	20
Harness repairs,	1,228	46
Street repairs,	1,651	08
Real estate repairs,	464	11
Corn,	19,316	46
Oats,	895	04
Bran,	1,473	67
Hay,	13,241	20
Salt hay,	216	92
Straw,	1,282	83
Rents,	1,680	00
Water rents,	157	50
Taxes,	5,919	57
Gas,	1,362	68
Interest,	9,303	95
Insurance,	1,327	50
Royalty and detective,	1,316	23
Printing,	1,583	03
Damages,	125	00
Stationery,	279	87
Office,	271	24
Horses,	6,417	05
Dividends,	38,500	00
Miscellaneous,	1,411	47
Expenses for the Seventeenth and Nineteenth Street Passenger Rail- way Company for July, 1879,	11,503	10
	\$222,257	31

GENERAL BALANCE SHEET, JANUARY 1, 187-.

DR.			
Cash,		\$49,164	98
Real estate,		113,195	12
Construction,		160,008	76
Equipment,		103,644	89
Temporary loan,		20,000	00
Seventeenth and Nineteenth Street Passenger Railway Company stock		600,000	00
		\$1,046,013	75
CR.			
Capital stock,		\$580,000	00
Funded debt,		350,000	00
Floating debt,		30,000	00
Profit and loss,		86,013	75
		\$1,046,013	75

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	2	. . . . .	. . . . .	. . . . .	3	. . . . .	5

Statement of each Accident.

- May 12. J. Irwin.
- September 6. S. B. Merrick, fell off of car.
- October 25. H. Robbins, struck by car.
- December 7. Harry L. Birch, struck by car.
- December 27. Mrs. Ann McNally, fell off of car.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, W. H. Kemble, president, and J. B. Peddle, treasurer, of the Continental Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) W. H. KEMBLE, *President.*
J. B. PEDDLE, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.
THOMAS J. POWERS, *Notary Public.*

REPORT

OF THE

Easton and South Easton Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
H. A. Sage,	President. . . . .	. . . . .	\$300	00
H. W. Cooley, . . .	Secretary and Treasurer, . . . . .	. . . . .	100	00
Elisha Burwell, . .	General Superintendent, . . . . .	. . . . .	50	00

General office at 24 Centre square, Easton, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Henry Green,	Easton, Pa.
Jacob H. Holt,	Easton, Pa.
Charles Seitz,	Easton, Pa.
Edward H. Green,	Easton, Pa.
John I. Kinsey,	South Easton, Pa.
William Gould,	South Easton, Pa.
Gamble Young,	South Easton, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$75,000	00
Capital stock, amount subscribed,	29,562	50
Capital stock, amount paid in by last report,	29,562	50
Capital stock, total amount now paid in,	29,562	50
Capital stock, number of shares issued,	1,182½	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

DEBT.

Floating Debt.			
Debt incurred for any other purpose, and for what: For maintaining and operating the road, (estimated,)		\$7,500 00	
The amount now of floating debt,		\$7,500	00
Total amount now of floating and funded debt,		\$7,500	00
Floating debt as per last report,		\$7,500 00	

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$18,960	05	\$18,960	05
Equipment,	7,002	45	7,002	45
Total cost,	\$25,962	50	\$25,962	50

CHARACTERISTICS OF ROAD.

Length of road laid,	1 $\frac{3}{8}$ miles.
Length of double track, including sidings,	$\frac{1}{4}$ mile.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables: 1 car-house, 1 stable.	
Number of depots,	1
Number of first-class passenger cars,	5
Average value of each,	\$300 00
Number of passengers that may be seated in each car, . .	20 in 1, 14 in 4
Number of horses and mules owned by the company, . .	17
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	\$4,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4 $\frac{1}{2}$
Number of trips each day, (except Sunday, 30,)	47
How many miles does each horse travel daily?	20 $\frac{5}{8}$
How is track laid, and on what foundation? Stringers and cross-ties.	

Average time consumed by cars in passing over the road, 20 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Starting in South Easton, corner of Canal and Lehigh streets, thence by Canal street and public highway to Bridge crossing the Lehigh river, thence by Third street in Easton to Centre square.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	7,824	August, 1879,	9,691
February, 1879,	7,594	September, 1879,	9,544
March, 1879,	7,863	October, 1879,	9,623
April, 1879,	7,751	November, 1879,	8,258
May, 1879,	8,949	December, 1879,	10,435
June, 1879,	9,614		
July, 1879,	10,098	Total,	107,244

Rate of fare for Passengers charged.

Single fare,	7 cents.
Tickets in packages of 5 sold for,	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$356	79
Repairs of building,	33	63
Taxes on real estate,	24	50
Total,	\$414	92
Operating the Road.		
On account of horses,	\$35	00
Harness and repairs,	317	77
Repairs to cars,	741	38
Horse shoeing,	288	24
Hay and feed,	1,406	80
Office expenses, stationery, and depot expenses,	32	80
Salaries,	50	00
Freight,	13	43
Watchmen, switchmen, hostlers, pay-roll,	776	73
General expense of stable,	76	75
Conductors and drivers,	1,168	41
Fluid, fuel, oil, and gas,	80	69
Use of punch,	44	00
Total,	\$5,032	00

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879, . .	\$404	99	. . . .	. .	. . . .	. .	\$34	53	\$439 52
February, 1879, .	395	64	. . . .	. .	\$21	00	152	19	568 83
March, 1879, . .	446	69	. . . .	. .	10	50	306	32	763 51
April, 1879, . . .	407	49	. . . .	. .	. . . .	. .	15	54	423 03
May, 1879,	454	25	\$3	50	. . . .	. .	151	79	609 54
June, 1879, . . .	536	02	6	50	. . . .	. .	69	58	612 10
July, 1879,	545	03	. . . .	. .	. . . .	. .	20	50	565 53
August, 1879, . .	528	39	. . . .	. .	31	50	21	31	579 20
September, 1879,	544	41	. . . .	. .	. . . .	. .	169	83	714 24
October 1879, . .	507	78	. . . .	. .	. . . .	. .	31	41	439 19
November, 1879,	436	37	. . . .	. .	. . . .	. .	38	38	474 75
December, 1879,	573	68	42	00	48	50	477	26	1,141 44
Total,	\$5,778	74	\$52	00	\$111	50	\$1,488	64	\$7,430 88

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and opera- ting the road,	\$5,446	92
For interest,	342	96
For new passenger cars and horses,	250	00
For payments to loan account,	1,364	50
State taxes,	101	87
Total,	\$7,506	25

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction and equipment account, (including real estate,)	\$25,962	50	
Hay and feed on hand,	100	00	
Lamps, oil, and stable fixtures,	100	00	
Cash on hand,	61	84	
Profit and loss,	10,838	66	
	\$37,062	50	
CR.			
Capital stock,	\$29,582	50	
Floating debt,	7,500	00	
	\$37,082	50	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 1,000 shares.
Amount of stock issued as stock dividends, and dates of
issue, 182½ shares.

STATE OF PENNSYLVANIA,) ss:
County of Northampton,)

Personally appeared before me, Henry A. Sage, president, and H. W. Cooley, treasurer, of the Easton and South Easton Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) H. A. SAGE, *President.*
H. W. COOLEY, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1880.
W. H. HILDEBRAND, *J. P.*

REPORT
OF THE
Empire Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence..	Salary.
Henry C. Howell,	President,	Philadelphia.	
E. G. Stout,	Secretary and Treasurer,	Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
Charles D. Colloday,	Philadelphia.
Frank H. Ellis,	Philadelphia.
George J. Gross,	Philadelphia.
Luther Martin,	Philadelphia.
Isaac L. Williams,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$600,000	00
Capital stock, number of shares issued, 12,000		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	5	00

DEBT.

Funded Debt.			
First mortgage bonds, (due July 1, 1900, bear interest at seven per cent., which is payable semi-annually,) amount,		\$200,000	00
Total amount now of floating and funded debt,		\$200,000	00
Funded debt as per. last report, \$200,000 00			

COST OF ROAD AND EQUIPMENT.

Construction : By last report, \$106,900 ; by present report, \$106,000 00

CHARACTERISTICS OF ROAD.

Length of road laid, about, 8½ miles.
Gauge of road, 5 feet 2 inches.
Weight of rail per yard on main track, 45 pounds.
Number of trips each day, 242
How is track laid, and on what foundation? Yellow pine stringers and cross-ties, on gravel.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads. From Twelfth street and Susquehanna avenue, down Twelfth to Wharton, up Wharton to Seventeenth, up Seventeenth to Carpenter, down Carpenter to Sixteenth street, up Sixteenth to Susquehanna, down Susquehanna to depot.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	192,015	August, 1879,	167,281
February, 1879,	177,391	September, 1879,	194,276
March, 1879,	198,481	October, 1879,	212,606
April, 1879,	206,004	November, 1879,	199,043
May, 1879,	217,060	December, 1879,	217,594
June, 1879,	199,836		
July, 1879,	178,918	Total,	2,360,505

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.
Transfer tickets,	9 cents.

The Empire Passenger Railway Company is leased to the Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Streets Passenger Railway Company for a term of nine hundred and ninety-nine years, from December 28, 1873, the amount of receipts and expenditures being included in the reports of the Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Streets Passenger Railway Company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 12,000 shares.

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss:

Personally appeared before me, Henry C. Howell, president, and E. G. Stout, treasurer, of the Empire Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of their knowledge and belief.

(Signed)

HENRY C. HOWELL, *President.*
E. G. STOUT, *Treasurer.*

Affirmed, and sworn and subscribed before me, this 29th day of January, A. D. 1880.

R. M. HARTLEY, *Notary Public.*

R E P O R T
OF THE
*Erie City Passenger Railway Company, for the year
ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
William W. Reed, . . .	President,	Erie,	None.
Titus Berst,	Secretary,	Erie.	
J. C. Spencer,	Treasurer,	Erie.	
Jac. Berst,	General Superintendent,	Erie,	Percentage.

General office at Erie.	
<i>Names of Directors.</i>	
<i>Residences.</i>	
August Jarecki,	Erie.
John Berst,	Erie.
Heman Janes,	Erie.
Jacob Berst,	Erie.
William Spencer,	Erie.
H. L. Berst,	Erie.
John Berst, junior,	Erie.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	50,000	00
Capital stock, paid in by last report,	50,000	00
Capital stock, total amount now paid in,	50,000	00
Capital stock, number of shares issued,	1,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Unfunded debt, incurred for construction, equipment, or purchase of property,	4,000 00
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COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$31,036	92	\$31,963	88
Equipment,	19,863	08	21,464	81
Total cost,			\$53,428	69

CHARACTERISTICS OF ROAD.

Length of road laid,	2 miles 1740 feet.
Length of double track, including sidings,	1,425 feet.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	30 pounds.
Number of car-houses, shops, and stables,	2
Number of depots,	1
Number of first-class passenger cars,	9
Average value of each,	\$600
Number of passengers that may be seated in each car: sixteen in seven; twenty in two.	
Number of horses and mules owned by the company,	34
Average value of each, including harness,	\$75
Value of real estate held, exclusive of roadway,	\$6,000
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,500
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,)	4
Number of trips each day,	75
How many miles does each horse travel daily?	17
How is track laid, and on what foundation? Part stone, Nicholson, and gravel.	
Average time consumed by cars in passing over the road,	1 hour.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commencing at a point on State street, near the end of the public dock; thence southerly along State to Turnpike street; along Turnpike to Peach street; along Peach to Twenty-sixth street; thence along Erie and Waterford road to depot.	

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	10,513	August, 1879,	33,655
February, 1879,	11,331	September, 1879,	25,594
March, 1879,	14,157	October, 1879,	22,213
April, 1879,	13,830	November, 1879,	19,811
May, 1879,	17,843	December, 1879,	17,889
June, 1879,	22,644		
July, 1879,	88,555	Total,	248,035

The Rate of Fare for Passengers charged.

Single fare,	5 cents.
Tickets, in packages of fifteen, sold for fifty cents to school children.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road-bed and railway,	\$1,730	11
Taxes on real estate,	106	38
Total,	\$1,836	49
Operating the Road.		
On account of horses,	\$1,026	00
Harness and repairs,	51	47
Repairs to cars,	273	13
Horse shoeing,	580	10
Hay and feed,	2,348	43
Office expenses, stationery, and depot expenses,	61	50
Salaries,	697	47
Insurance,	153	00
Watchmen, switchmen, hostlers, pay-roll,	1,415	15
General expense of stable,	122	73
Conductors and drivers,	2,989	80
Fluid, fuel, oil, and gas,	25	00
Total,	\$9,743	78

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources, temporary loan,	\$4,000	00
Total,	\$4,000	00

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879, .	\$487	70	\$5	00	.	.	.	.	.
February, 1879, .	524	35	5	00	.	.	.	.	.
March, 1879, . .	643	05	5	00	.	.	.	.	.
April, 1879, . . .	635	90	5	00	.	.	.	.	.
May, 1879, . . .	819	60	5	00	.	.	.	.	.
June, 1879, . . .	1,144	60	5	00	.	.	.	.	.
July, 1879, . . .	1,865	85	5	00	.	.	.	.	.
August, 1879, . .	1,598	54	5	00	.	.	.	.	.
September, 1879, .	1,082	75	5	00	.	.	.	.	.
October, 1879, . .	1,036	40	5	00	.	.	.	.	.
November, 1879, .	933	75	5	00	.	.	.	.	.
December, 1879, .	824	90	5	00	\$100	00	\$57	10	.
Total,	\$11,597	89	\$60	00	\$100	00	\$57	10	\$11,814 49

SUMMARY OF PAYMENTS.

For construction,	\$926	96
For maintaining the road or real estate of the corporation, and operat- ing the road,	10,054	27
For new passenger cars and horses,	2,527	73
For municipal taxes,	106	38
For State taxes,	34	34
Total,	\$14,149	68

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.		
By amount of construction account,	\$31,963	88
By amount of equipment account,	21,464	81
By amount expended during the year for maintaining the road, . . .	1,730	11
By amount of expenses operating the road,	9,743	78
By amount of State and local taxes,	140	72
By cash on hand,	2,663	81
	\$67,707	11
CR.		
To amount of capital stock,	\$50,000	00
To amount received for passengers during the year,	11,597	39
To amount received for rent,	60	00
To amount received for manure,	100	00
To amount received for horses sold,	57	10
To amount of temporary loan,	4,000	00
To profit and loss,	1,892	62
	\$67,707	11

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$50,000 00

STATE OF PENNSYLVANIA, } ss:
County of Erie, }

Personally appeared before me, William W. Reed, president, and J. C. Spencer, treasurer, of the Erie City Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM W. REED, *President.*
J. C. SPENCER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.
WILLIAM P. HAYES,
Notary Public.

REPORT

OF THE

Federal Street and Pleasant Valley Passenger Railway
Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
William McCreery, . .	President,	Allegheny City, Pa.,	\$800	00
J. T. Stockdale, . . .	Secretary and Treasury,	Allegheny City, Pa.,	400	00
W. J. Crozier,	General Superintendent,	Allegheny City, Pa.,	832	00

General office at Allegheny City, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William McCreery,	Allegheny City, Pa.
J. T. Stockdale,	Allegheny City, Pa.
R. B. Francis,	Allegheny City, Pa.
R. H. King,	Allegheny City, Pa.
William Roseburg,	Pittsburgh, Pa.
W. S. Bissell,	Pittsburgh, Pa.
W. R. Hamilton, M. D.,	Pittsburgh, Pa.
R. K. Wilson,	Pittsburgh, Pa.
Frank Rahm,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	All.	
Capital stock, amount subscribed,	All.	
Capital stock paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	4,000	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	30	00

DEBT.

Funded Debt.		
Second mortgage bonds, (due January 1, 1881, bear interest at seven and three tenths per cent., which is payable semi-annually,) amount,	\$50,000	00
General mortgage bonds, (due July 1, 1888, bear interest at six per cent., which is payable semi-annually,) amount,	25,000	00
Total amount now of funded debt,	\$75,000	00
Total amount now of floating and funded debt,	75,000	00
Funded debt as per last report,	\$75,000	00
Floating debt as per last report,	2,000	00
Total cash realized from capital stock and debt,	\$175,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$85,281	19	\$85,000	00
Equipment,	55,434	04	55,000	00
Total cost,	\$140,715	23	\$140,000	00

CHARACTERISTICS OF ROAD.

Length of road laid,	2 ⁶ / ₁₀ miles.
Length of double track, including slidings,	2½ miles.
Guage of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	13
Average value of each,	\$800 00
Number of second-class passenger cars,	9
Average value of each,	450 00
Number of passengers that may be seated in each car, . .	14 and 20
Number of other cars, salt car,	1
Number of horses and mules owned by the company, . .	132
Average value of each, including harness,	\$62 00
Value of real estate held, exclusive of roadway,	\$35,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4½
Number of trips each day,	11
How many miles does each horse travel daily?	18
How is track laid, and on what foundation? White pine stringers and cross-ties; paved streets.	

Average time consumed by cars in passing over the road,
round trip, 1 hour 12 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From custom-house, Pittsburgh, along Smithfield street, to Seventh avenue, to Liberty, to Ninth, to Hand street bridge; across bridge to Anderson street, Allegheny City; along Anderson to Church, to Union avenue, to South, to East, to North Diamond streets, to Federal street, to North avenue, to Monterey, to Jackson, to Fremont street, to Washington avenue, to Taggart street, to stables. The road crosses Troy Hill branch of Pittsburgh, Allegheny and Manchester passenger railway at East Diamond and Ohio streets, Allegheny; and Pittsburgh and Birmingham passenger railway, at Seventh avenue and Liberty street, Pittsburgh; also Citizens' passenger railway, at Ninth street and Penn avenue, Pittsburgh.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	80,560	August, 1879,	89,859
February, 1879,	71,735	September, 1879,	98,132
March, 1879,	80,917	October, 1879,	104,847
April, 1879,	82,276	November, 1879,	93,694
May, 1879,	98,865	December, 1879,	102,581
June, 1879,	92,934		
July, 1879,	96,184	Total,	1,092,584

Rate of Fare for Passengers Charged.

Single fare,	5 cents.
Tickets in packages of five sold for,	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$373	20
Taxes on real estate,	186	32
Total,	\$559	52
Operating the Road.		
On account of horses,	\$662	00
Harness and repairs,	234	26
Repairs to cars,	2,814	94
Horse shoeing, blacksmith's pay-roll,	1,413	00
Hay and feed,	8,861	70
Office expenses, stationery, and depot expenses,	196	80
Salaries,	2,032	00
Insurance,	289	00
Watchmen, switchmen, hostlers, pay-roll,	5,588	96
General expense of stable,	2,925	56
Conductors and drivers,	9,194	35
Fluid, fuel, oil and gas,	222	06
Total,	\$34,436	65

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, .	\$4,028	06	\$6	00	.	.	\$15	75	\$4,049	81
February, 1879, .	3,586	73	21	00	.	.	.	.	3,607	73
March, 1879, . .	4,045	85	21	00	.	.	.	.	4,066	85
April, 1879, . . .	4,113	79	21	00	.	.	168	58	4,303	37
May, 1879, . . .	4,943	45	.	.	.	.	.	.	4,943	45
June, 1879, . . .	4,646	59	32	00	\$20	00	160	00	4,858	59
July, 1879, . . .	4,809	19	21	00	.	.	19	25	4,849	44
August, 1879, . .	4,493	01	21	00	.	.	.	.	4,514	01
September, 1879,	4,906	60	.	.	.	.	.	.	4,906	60
October, 1879, . .	5,242	35	.	.	.	.	.	.	5,242	35
November, 1879,	4,684	70	33	00	20	00	.	.	4,337	70
December, 1879,	5,129	05	6	00	.	.	815	09	5,450	14
Total,	\$54,629	37	\$182	00	\$40	00	\$678	67	\$55,580	04

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$34,996	17
For interest on bonds,	5,275	00
For dividends,	9,000	00
For bridge toll,	1,400	00
For miscellaneous,	4,545	70
For street cleaning,	263	03
For municipal taxes,	320	00
For state taxes,	769	34
Total,	\$56,569	24
Total amount of surplus fund,	\$7,775	30

GENERAL BALANCE SHEET JANUARY 1, 1880.

DR.			
Real estate,	\$35,000	00	
Construction,	85,000	00	
Equipment,	55,000	00	
Cash,	10,300	12	
Federal street and P. V. stock,	64	00	
Cashier for change,	859	00	
	\$185,723	12	
CR.			
Capital stock,	\$100,000	00	
Second mortgage bonds,	50,000	00	
General mortgage bonds,	25,000	00	
Coupons outstanding,	2,728	32	
Dividends unclaimed,	219	50	
Surplus, (out of which January dividend is to be taken,)	7,775	30	
	\$185,723	12	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 4,000 shares,
at \$25, \$100,000 00
Rate and date of all cash dividends on stock of original and consolidated
companies: Four per cent., January 10, 1879; five per cent., July 7, 1879.

STATE OF PENNSYLVANIA,)
County of Allegheny,) ss:

Personally appeared before me, William McCreery, president, and J. T. Stockdale, treasurer of the Federal Street and Pleasant Valley Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM MCCREERY, *President.*
J. T. STOCKDALE, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.
FLEMING JAMISON, *Notary Public.*

REPORT
OF THE
Frankford and Southwark Philadelphia City Passenger Railway Company, for the year ending November 30, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
William P. Cox,	President,	Philadelphia,	\$3,000 00
P. Frank Abbott,	Secretary and Treasurer,	Philadelphia,	2,500 00
A. J. Woodruff,	General Superintendent,	Philadelphia,	1,500 00

General office at 2,501 Kensington avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Edward S. Handy,	Philadelphia.
James West,	Philadelphia.
Henry C. Harrison,	Philadelphia.

William C. Keehmlé,	Philadelphia.
Daniel Weckerly,	Philadelphia.
W. Harrison Eisenbrey,	Philadelphia.
John Nobbitt,	Philadelphia.
Daniel Haddock, junior,	Philadelphia.
Joseph B. Van Dusen,	Philadelphia.
Zadok L. Eisner,	Philadelphia.
Edgar Fries,	Philadelphia.
Edward Roberts, junior,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$750,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock, paid in by last report,	600,000	00
Capital stock, total amount now paid in,	600,000	00
Capital stock, number of shares issued, 12,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	95	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1877, which have not been presented for payment,) amount,	\$2,000	00
Second mortgage bonds, (due May 1, 1891, bear interest at six per cent., which is payable May 1 and November 1,) amount,	100,000	00
Total amount now of funded debt,	\$102,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$102,000	00
Funded debt as per last report, \$102,000		

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$566,436	35	\$566,436	35
Equipment,	397,451	10	397,451	10
Total cost,	\$963,887	45	\$963,887	45

CHARACTERISTICS OF ROAD.

Length of road laid,	16.75 miles.
Length of double track, including sidings,	5.46 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	47 pounds.
Number of car-houses, shops, and stables, (one stable not now in use,)	9
Number of depots,	4
Number of first-class passenger cars, (including steam cars,	89
Average value of each : Horse cars, \$450 ; steam cars,	\$2,000

Number of passengers that may be seated in each car: In horse cars, 22; in steam cars,	32
Number of horses and mules owned by the company, . .	534
Average value of each, including harness,	\$85 00
Value of real estate held, exclusive of road way,	\$120,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: Horse, 4,400; steam,	7,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5.14
Number of trips each day: 322 on main section; 144 on Lehigh avenue and Powell street section; 75 on Frankford section.	
How many miles does each horse travel daily?	21
How is track laid and on what foundation? Yellow pine stringers and cross-ties.	

Average time consumed by cars in passing over the road :
Main section, 1 hour 54 minutes; Lehigh avenue and Lowell street section, 1 hour 40 minutes; Frankford section, 40 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From Kensington avenue and Cumberland streets; along Kensington avenue; across Frankford creek (through our own property) to Frankford avenue; along Frankford avenue to Arrott street; (this is a double track;) from same starting point, along Kensington avenue to Front street; along Front street to Berks street; along Berks street to Fifth street; (thus far a double track;) along Berks street to Germantown avenue (through our own property to Sixth street;) along Sixth street, from Lehigh avenue to Jackson street; along Jackson street to Fifth street; along Fifth street to Lehigh avenue. Double track on Lehigh avenue from Kensington avenue to Fifth street, and single track from Fifth street to Sixth street; single track on Powell street from Fifth street to Sixth street; single track on Cumberland and Letterly streets for about two hundred feet, each connecting car-house with track on Kensington avenue.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

December, 1878,	655,341	July, 1879,	635,309
January, 1879,	593,797	August, 1879,	633,183
February, 1879,	538,800	September, 1879,	698,065
March, 1879,	608,756	October, 1879,	718,525
April, 1879,	650,231	November, 1879,	668,279
May, 1879,	703,315		
June, 1879,	657,097	Total,	7,760,698

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of four sold for,	24 cents.
Exchange tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, (including renewal of track,) . . .	\$25,636	50
Repairs of building,	2,094	06
Taxes on real estate,	3,476	92
Total,	\$31,207	48
Operating the Road.		
On account of horses,	\$7,130	46
Harness and repairs,	2,332	79
Repairs to cars and steamers,	20,395	15
Horse shoeing,	11,236	37
Hay, feed, and straw,	50,409	47
Office expenses, stationery, and depot expenses,	17,081	55
Salaries,	7,000	00
Insurance,	1,496	21
Watchmen, switchmen, hostlers, pay-roll,	26,290	59
General expense of stable,	1,500	00
Conductors, drivers, and engineers,	103,532	75
Fluid, fuel, oil, and gas,	8,253	51
Coal for steamers,	4,840	15
Damage for injury of persons,	1,771	75
Miscellaneous,	9,105	67
Total,	\$267,876	42

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
December, 1878,	\$36,407	84	. . . . .	. . . . .	. . . . .	. . . . .	\$75	00	\$36,482 84
January, 1879,	32,988	75	. . . . .	. . . . .	. . . . .	. . . . .	75	00	33,063 75
February, 1879,	29,933	81	\$24	00	\$1,115	33	400	00	31,472 64
March, 1879,	33,819	76	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	33,819 76
April, 1879,	36,123	95	24	00	. . . . .	. . . . .	. . . . .	. . . . .	36,147 95
May, 1879,	39,073	06	. . . . .	. . . . .	763	00	250	00	40,086 06
June, 1879,	36,505	41	12	00	. . . . .	. . . . .	90	00	36,607 41
July, 1879,	35,294	93	12	00	. . . . .	. . . . .	150	00	35,456 93
August, 1879,	35,176	83	. . . . .	. . . . .	789	00	60	00	36,025 83
September, 1879,	38,781	41	12	00	. . . . .	. . . . .	100	00	38,893 41
October, 1879,	39,918	06	12	00	. . . . .	. . . . .	. . . . .	. . . . .	39,930 06
November, 1879,	37,126	63	12	00	793	50	250	00	38,182 13
Total,	\$431,149	94	\$108	00	\$3,460	83	\$1,450	00	\$436,168 77

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$298,583	90
For interest,	7,498	00
For dividends,	102,000	00
For payments to loan account, (mortgage extinguished,)	4,000	00
For payments made to surplus fund, (including premium on bonds bought,)	7,175	62
For municipal taxes,	5,082	95
For State taxes,	6,427	22
Total,	\$430,767	69
Total amount of surplus fund,	7,000	00

GENERAL BALANCE SHEET, DECEMRER 1, 1879.

DR.			
Construction and equipment,		\$963,887	45
Bills and accounts receivable, (of doubtful value,)		2,908	19
Mortgages receivable,		4,500	00
Contingent fund,		7,175	62
Cash,		31,859	82
		\$1,010,331	08
CR.			
Capital stock,		\$600,000	00
Mortgage bonds,		102,000	00
Mortgages payable,		3,500	00
Accounts payable,		3,827	01
Profit and loss,		301,004	07
		\$1,010,331	08

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$600,000 00

Rate and date of all cash dividends on stock of original and consolidated companies : January 17, six per cent. per annum ; July 12, seven per cent. per annum ; October 15, four per cent. per annum.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....		4	.....	4

Statement of each Accident.

August 9, 1879. Just after turning into Frankford avenue, Ernest Winters tried to jump on front platform of rear car ; fell, and the front wheel went over his leg, breaking one bone.

October 24. Fifth street and Susquehanna avenue, William Overholtzer, six years old, running alongside of car, had his foot run over and injured by hind wheel.

November 4. On Frankford avenue, below Unity street, William Cotter ran from pavement and tried to get on rear platform of middle car ; fell. and the rear car went over leg, rendering amputation necessary.

November 17. On Fifth street, above Cumberland street, James H. Lyons, very near-sighted, fell from platform into the street and received injuries, resulting in his death, probably.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, William P. Cox, president, and B. Frank Abbett, treasurer, of the Frankford and Southwark Philadelphia City Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30. A. D. 1879, according to the best of their knowledge and belief.

(Signed)

WM. P. COX, *President.*
B. FRANK ABBETT, *Treasurer.*

Sworn and subscribed before me, this 15th day of January, A. D. 1880.

J. GORDON SHOWAKER,
Notary Public.

REPORT

OF THE

Germantown Passenger Railway Company, for the year ending November 30, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Adam Warthman,	President,	Philadelphia,	\$2,000	00
William M. Singerly,	Secretary, Treasurer,	} Philadelphia,	5,000	00
Oliver Evans,	General Manager,		1,500	00
	Gen'l Superintendent,	Philadelphia,		

Names of Directors.		Residences.
Adam Warthman,		Philadelphia.
John Robbins,		Philadelphia.
William T. Carter,		Philadelphia.
Joseph Fariera,		Philadelphia.
Samuel G. Thompson,		Philadelphia.
Eli Keen,		Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,500,000	00
Capital stock authorized by votes of company,	1,500,000	00
Capital stock, amount subscribed,	1,500,000	00
Capital stock, paid in by last report,	572,860	00
Capital stock, total amount now paid in,	572,860	00
Capital stock, number of shares issued,	80,000	
Capital stock, amount paid in on each share: \$15 on 20,000, \$35 on 10,000.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No record, about,	60	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June, 1884, bear interest at seven per cent., which is payable June and December,) amount,	\$67,500	00
Second mortgage bonds, (due October, 1899, bear interest at five per cent., which is payable April and October,) amount,	160,000	00
Total amount now of funded debt,	\$227,500	00
Total amount now of floating and funded debt,	\$227,500	00
Funded debt as per last report,	\$69,000	00
Floating debt as per last report,	160,000	00
Total cash realized from capital stock and debt,	\$800,360	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$936,962	83	\$940,977	70
Total cost,	\$936,962	83	\$940,977	70

CHARACTERISTICS OF ROAD.

Length of road laid,	31 miles.
Length of double track, including sidings,	13 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables,	13
Number of depots,	3
Number of first-class passenger cars,	90
Average value of each,	\$500
Number of passengers that may be seated in each car,	22
Number of other cars, summer cars,	30
Number of horses and mules owned by the company,	648
Average value of each, including harness,	\$75
Value of real estate held, exclusive of road way,	380,000
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,600

Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 5

Number of trips each day : 25 make 9 ; 16, 9 ; 12, 12 ; 12, 8.

How many miles does each horse travel daily ? Average 20

How is track laid, and on what foundation ? Yellow pine stringers and cross-ties.

Average time consumed by cars in passing over the road, average trip, 1½ hours.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From Dauphin street to Germantown, via Eighth street and Germantown avenue ; from Dauphin street to Dickinson street, on Dauphin street, Germantown avenue, Fourth street, and Dickinson street ; returning on Eighth street, Columbia avenue, Seventh street, and Susquehanna avenue. Also, run on Walnut street, from Fourth to Eighth street. Also, from Belmont and Elm avenues, on Elm and Girard avenues, to Palmer, to Beach, to Shackamaxon, to Girard avenue, to Elm, to Belmont avenue.

Monthly Statement of Passengers (all classes) carried in Cars for the year.			
December, 1878,	819,398	July, 1879,	1,069,484
January, 1879,	742,244	August, 1879,	988,331
February, 1879,	663,681	September, 1879,	1,139,088
March, 1879,	785,620	October, 1879,	1,146,772
April, 1879,	835,266	November, 1879,	912,353
May, 1879,	961,763		
June, 1879,	1,007,082	Total,	11,071,082

Rate of Fare for Passengers Charged.	
Single fare,	6 cents.
Exchanges,	9 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.		
Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, and repairs to streets,	\$14,798	24
Repairs of building: Included in miscellaneous.		
Taxes on real estate,	4,680	48
Total,	\$19,478	72
Operating the Road.		
On account of horses,	14,351	67
Harness and repairs,	2,072	44
Repairs to cars,	12,271	31
Horse-shoeing,	9,292	44
Hay and feed,	53,207	78
Office expenses, stationery, and depot expenses,	7,077	15
Salaries,	8,357	54
Insurance: In miscellaneous.		
Watchmen, switchmen, hostlers, pay-roll,	40,366	33
General expenses of stable: Included in above.		
Conductors and drivers,	99,597	32
Fluid, fuel, oil, and gas: In miscellaneous.		
Damage for injury to persons,	2,905	62
Total,	\$268,978	32

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.
From sale of bonds, \$160,000

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
December 1878, .	\$38,958	99	. . . . .		\$344	91	. . . . .		\$34,308 90
January, 1879, .	80,871	24	. . . . .		835	57	. . . . .		80,706 81
February, 1879, .	27,518	08	. . . . .		893	66	. . . . .		27,911 74
March, 1879, . .	82,108	68	. . . . .		878	91	. . . . .		82,487 59
April, 1879, . . .	84,085	10	. . . . .		810	15	. . . . .		84,895 25
May, 1879,	89,793	36	. . . . .		836	82	. . . . .		40,129 68
June, 1879,	41,169	83	. . . . .		811	74	. . . . .		41,481 07
July, 1879,	42,899	78	. . . . .		809	57	. . . . .		43,209 85
August, 1879, . . .	89,997	66	. . . . .		819	49	. . . . .		40,317 15
September, 1879, .	46,611	56	. . . . .		839	08	. . . . .		46,950 64
October, 1879, . . .	42,153	14	. . . . .		828	45	. . . . .		42,476 59
November, 1879, . .	87,179	10	. . . . .		842	12	. . . . .		87,521 22
Total,	\$447,846	02	. . . . .		\$4,044	97	. . . . .		\$451,890 99

SUMMARY OF PAYMENTS.

For construction,	\$4,014	87
For maintaining the road or real estate of the corporation, and oper- ating the road,	268,978	32
For interest,	16,994	28
For dividends,	120,000	00
For payments to loan account,	160,000	00
For miscellaneous,	22,707	60
For municipal taxes,	13,124	50
For State taxes,	8,083	66
Total,	\$613,903	23

GENERAL BALANCE SHEET, JANUARY 1, 187-.

DR.			
Construction,	\$940,977	70	
Cash,	89,147	18	
Sundry balances,	1,856	87	
		\$981,981	75
CR.			
Capital stock,	\$572,860	00	
Bonds,	227,500	00	
Surplus used in construction of new buildings,	181,597	54	
Balances,	24	21	
		\$981,981	75

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, 30,000
Rate and date of all cash dividends on stock of original and consolidated
companies: January 15, 1879, six per cent. per annum; July 15, 1879, six
per cent. per annum; October 1, 1879, eight per cent. per annum.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Adam Warthman, president, and William M. Singerly, treasurer, of the Germantown Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) ADAM WARTHMAN, *President.*
W. M. SINGERLY, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1880.
STUART FIELD, *Magistrate, Court No. 16.*

R E P O R T
OF THE
Green and Coates Streets Passenger Railway Company,
for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Howard A. Stevenson,	President,	Germantown, . .	\$3,000	00
George Bartalott, . . .	Secretary and Treasurer,	Philadelphia, . .	1,500	00
J. Price Vasey,	General Superintendent,	Philadelphia, . .	1,200	00

Names of Directors.		Residences.
James McManes,		Philadelphia.
Joseph B. Altemus,		Germantown.
Charles Wister,		Germantown.
Matthew Brooks,		Philadelphia.
Phineas Fries,		Philadelphia.
J. Hicks Conrad,		Philadelphia.
William Dulles,		Philadelphia.
Martin Siedenbach,		Philadelphia.
Charles J. Walton,		Philadelphia.
A. H. Craigé,		Atlantic City, N. J.
Cadwallader B. Nyce,		Norristown, Pa.
William H. Shelmerdine,		Germantown.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share,	15	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	70	00

DEBT.

Funded Debt.		
Ground rent mortgage on real estate,	\$21,916	68
First mortgage bonds, (due 15th July, 1898, bear interest at six per cent., which is payable 15th January and 15th July,) amount, . . .	100,000	00
Total amount now of funded debt,	\$121,916	68
Floating Debt.		
Total amount now of floating and funded debt,	\$121,916	68
Funded debt as per last report,	\$121,916	68

COST OF ROAD AND EQUIPMENT.

Construction: By last report, \$244,441 56; by present report,	\$247,128 62
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CHARACTERISTICS OF ROAD.

Length of road laid,	7 miles.
Length of double track, including sidings,	$\frac{3}{4}$ mile.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	47 lbs.
Number of car -houses, shops, and stables,	5
Number of depots,	2
Number of first-class passenger cars,	37
Average value of each,	\$700 00
Number of second-class passenger cars,	5
Average value of each,	\$500 00
Number of passengers that may be seated in each car, . .	22
Number of other cars, sweepers,	3
Number of horses and mules owned by the company, . .	237
Average value of each, including harness,	\$120 00
Value of real estate held, exclusive of roadway,	\$64,285 19
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5 $\frac{1}{4}$
Number of trips each day: Dickerson street line, 10; Walnut street line, 13; Oak street line, 33.	

How many miles does each horse travel daily?

18

How is track laid, and on what foundation? White and
yellow pine stringers.

Average time consumed by cars in passing over the road :
Dickerson street, 1½ hours ; Walnut street, 1 hour.

Describe the route of your road in detail, giving the streets occupied,
and connection with other roads: Depot at Twenty-fourth street and
Fairmount avenue ; along Fairmount avenue to Twenty-second street ; to
Green street, to Oak street, to Fairmount avenue, to Park ; also, down
Green to Fourth street, to Dickerson street, to Eighth street, to Fairmount
avenue ; thence to Park ; also, one line down Fourth to Walnut, to Eighth
street, to Fairmount avenue, to Park.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	232,571	August, 1879,	260,251
February, 1879,	201,821	September, 1879,	268,864
March, 1879,	224,876	October, 1879,	284,424
April, 1879,	246,977	November, 1879,	250,241
May, 1879,	279,200	December, 1879,	275,724
June, 1879,	289,205		
July, 1879,	285,212	Total,	3,099,366

Rate of Fare for Passengers Charged.

Single fare,	6 cents
Tickets in packages of four sold for,	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$2,730	93
Taxes on real estate,	1,353	67
Total,	\$4,084	60
Operating the Road.		
On account of horses,	\$1,775	05
Harness and repairs,	921	07
Repairs to cars,	2,780	93
Horse shoeing,	3,679	05
Hay and feed,	18,827	91
Office expenses, stationery, and depot expenses,	6,871	76
Salaries,	4,309	61
Insurance,	658	00
General expense of stable,	9,582	23
Conductors and drivers,	38,012	99
Fluid, fuel, oil, and gas,	1,948	71
Damages for injury of persons, in 1875 and 1876,	912	00
Total,	\$94,313	91

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879, .	\$12,274	07	.	.	.	.	.	.	\$12,274 07
February, 1879, .	10,765	46	.	.	.	.	.	.	10,765 46
March, 1879, . .	12,280	80	.	.	.	.	.	.	12,280 80
April, 1879, . . .	13,275	89	.	.	\$384	57	.	.	13,659 96
May, 1879,	15,040	88	.	.	.	.	.	.	15,040 88
June, 1879,	15,754	70	.	.	383	48	.	.	16,138 18
July, 1879,	15,467	51	.	.	.	.	.	.	15,467 51
August, 1879, . . .	14,061	72	.	.	.	.	.	.	14,061 72
September, 1879, .	14,471	79	.	.	.	.	.	.	14,471 79
October, 1879, . .	15,659	48	.	.	380	79	.	.	16,040 27
November, 1879, .	13,766	53	.	.	.	.	.	.	13,766 53
December, 1879, .	15,155	79	.	.	385	66	.	.	15,541 45
Total,	\$167,973	62	.	.	\$1,534	50	.	.	\$169,508 12

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$94,313	91
For interest,	8,531	32
For dividends,	65,000	00
For municipal taxes,	1,275	00
For state taxes,	2,799	81
Total,	\$171,920	04

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Construction and equipment,	\$247,128	62	
Real estate,	64,285	19	
Cash,	24,755	73	
	\$336,169	54	
CR.			
Capital stock,	\$150,000	00	
Ground rent mortgage,	21,916	68	
Bonds,	100,000	00	
Register account, conductors' deposit,	975	00	
Dividends unclaimed,	1,082	66	
Profit and loss,	62,245	20	
	\$336,169	54	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, 10,000

Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1879, two dollars per share; July 1, 1879, three dollars per share; October 1, 1879, one dollar and fifty cents per share.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } 88:

Personally appeared before me, Howard A. Stevenson, president, and George Bartalott, treasurer, of the Green and Coates Streets, Philadelphia, Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

HOWARD A. STEVENSON, *President.*

GEORGE BARTALOTT, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, A. D. 1880.

CHAS. C. SCHERF, *Notary Public.*

REPORT

OF THE

*Harrisburg City Passenger Railway Company, for the
year ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
Henry A. Kelker, . . .	President, . . . . .	. . . . .	None.
Daniel Eppley, . . .	Vice President, . . . . .	. . . . .	None.
Alexander Roberts, . . .	Secretary, <i>pro tem.</i>, . . . . .	. . . . .	None.
Rudolph F. Kelker, . . .	Treasurer, . . . . .	. . . . .	\$650
James M. Neely, . . .	General Superintendent, . . . . .	. . . . .	500

General office at 27 South Second street, Harrisburg, Pa., (second floor.)

Names of Directors.

Residences.

Henry A. Kelker,	Harrisburg.
Daniel Eppley,	Harrisburg.
William K. Cowden,	Harrisburg.
John Whitman,	Harrisburg.
Henry Herr,	Harrisburg.
John T. Ensminger,	Harrisburg.
Alexander Roberts,	Harrisburg.
David Fleming,	Harrisburg.
George F. Rohrer,	Harrisburg.
William K. Alricks,	Harrisburg.
Rudolph F. Kelker,	Harrisburg.
John A. Smull, (deceased July, 1879,)	Harrisburg.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$50,000	00
Capital stock, amount subscribed,		41,150	00
Capital stock paid in by last report,		41,150	00
Capital stock, total amount now paid in,		41,150	00
Capital stock, number of shares issued,	1,646		
Capital stock, amount paid in on each share, in cash, property, and franchises, valued per act of 1873,		25	00
Capital stock, par value of each share,		25	00
Capital stock, average market value during the year,		24	00

DEBT.

Floating debt as per last report,	1,318 75
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COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction: Repairs to road bed and railway in 1879, \$652 56,	\$17,688	80	\$18,341	36
Equipment: 1879, horses, \$565; harness, \$152 47; repairs to cars, \$834 86; in all, \$1,552 33,	11,975	86	13,528	19
Total cost,	\$29,664	66	\$31,869	55

CHARACTERISTICS OF ROAD.

Length of road laid, 10,800 feet,	2 miles 240 feet.
Length of track, including sidings,	2 miles 540 feet.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	Part 44 lbs., part 38 lbs.
Number of car-houses, shops, and stables: 1 car-house and 2 stables rented from owners, and 1 car shed owned by this company, built on leased ground.	
Number of depots: 1 small waiting-room, built on leased ground, and 1 other room, rented from owner.	
Number of first-class passenger cars: 6 for 1 horse, 1 for 2 horses, and 1 summer car for 2 horses.	
Average value of each,	\$300 00
Number of passengers that may be seated in each car: 14 in one-horse, and 20 in two-horse cars.	
Number of horses and mules owned by the company,	23
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway, (vacant lot of ground,)	1,500 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: 2,600, and one large one, 3,600 lbs.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4½

Number of trips each day : 14, (5 cars running.)
How many miles does each horse travel daily, 20 miles.
How is track laid, and on what foundation? Part oak and
part pine ties and stringers, and gravel and stone found-
ation.
Average time consumed by cars in passing over the road, 1 h. 10 min.
Describe the route of your road in detail, giving the streets occupied,
and connection with other roads : The railway runs from the intersection
of Riley and Third streets ; down Third to Walnut street ; out Walnut
street to Second street ; down Second street to Vine street ; out Vine to
Race street ; down Race to Hanna street ; and from the intersection of
Market street and Second street, in Market square, out Market street to
Meadow lane, opposite to the depots of the Philadelphia and Reading Rail-
road Company, and the Pennsylvania Railroad Company.

Monthly Statement of Passengers (all classes) carried in cars for the year, estimated.

January, 1879,	19,505	August, 1879,	23,042
February, 1879,	14,474	September, 1879,	31,851
March, 1879,	14,628	October, 1879,	22,101
April, 1879,	18,571	November, 1879,	18,301
May, 1879,	19,912	December, 1879,	22,857
June, 1879,	21,706		
July, 1879,	29,044	Total,	255,952

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of five, sold for,	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$652	56
Operating the Road.		
Rent of all kinds, including taxes paid as part of rent, ground rent, tolls, &c., and exclusive of State taxes,	\$1,120	25
On account of horses,	565	00
Harness and repairs,	152	47
Repairs to cars,	834	86
Horse shoeing,	437	22
Hay and feed,	2,296	52
Office expenses, stationery, and expenses printing tickets and for change envelopes,	178	82
Salaries,	1,181	94
Insurance,	33	20
Hostlers,	1,021	56
General expense of stable,	251	90
Conductors and drivers,	2,697	61
Fuel, oil, and gas,	141	79
Total,	\$10,913	14

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . .	\$1,072	78	.	.	.	.	.	.	\$1,072	78
February, 1879, .	796	08	.	.	.	.	.	.	796	08
March, 1879, . . .	854	58	.	.	.	.	1	25	855	83
April, 1879, . . .	1,021	42	.	.	.	.	46	00	1,067	42
May, 1879,	1,099	68	.	.	.	.	115	00	1,214	68
June, 1879,	1,193	85	.	.	.	.	52	00	1,245	85
July, 1879,	1,597	42	.	.	.	.	61	50	1,658	92
August, 1879, . . .	1,267	34	.	.	.	.	1	50	1,268	84
September, 1879, .	1,751	82	.	.	.	.	528	50	2,280	32
October, 1879, . . .	1,215	59	\$4	00	.	.	.	.	1,219	59
November, 1879, . .	1,006	65	.	.	.	.	.	.	1,006	65
December, 1879, . .	1,257	16	.	.	.	.	42	00	1,299	16
Total,	\$14,134	37	\$4	00	.	.	\$847	75	\$14,986	12

SUMMARY OF PAYMENTS.

For construction, repairing road bed and railway,	\$652	56
For operating the road, exclusive of horses,	10,348	14
For interest,	89	33
For dividends,	1,234	50
For new wagons, \$195; horses, \$565; total,	760	00
For payments to loan account,	1,500	00
For municipal taxes: Taxes paid were as a part of rent of stable.		
For State taxes,	100	13
Total,	\$14,684	66

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction,	\$18,341	36	
Equipment,	18,528	19	
Real estate purchased for future depot,	1,500	00	
			\$33,369 55
Supply of hay and feed on hand,			200 00
Cash on hand December 31, 1879, close of business,			921 14
			6,659 31
			\$41,150 00
CR.			
Capital stock paid up,			\$41,150 00
			\$41,150 00

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$41,150 00

Rate and date of all cash dividends on stock of original and consolidated companies: One dividend declared, in July, 1879; rate, three per cent. for previous six months, or six per cent. per annum; amount of dividend, \$1,234 50.

STATE OF PENNSYLVANIA, }
City of Harrisburg, } ss :

Personally appeared before me, Henry A. Kelker, president, and Rudolph F. Kelker, treasurer of the Harrisburg City Passenger Railway Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending with the 31st day of December, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

HENRY A. KELKER, *President.*
RUD. F. KELKER, *Treasurer.*

Sworn and subscribed before me, this 10th day of January, A. D. 1880.
D. A. KEPNER, *Alderman.*

REPORT

OF THE

Hestonville, Mantua and Fairmount Passenger Railroad Company, for the year ending
December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
Charles H. Lafferty, .	President.		
Charles Lafferty, . . .	Vice President.		
W. C. Foster,	Secretary.		
Frank Lafferty, . . .	General Manager.		

General office at 4800 Lancaster avenue, Philadelphia.

Names of Directors.		Residences.
Charles Lafferty,		Philadelphia.
Levi N. Wagner,		Philadelphia.
John F. Betz, junior,		Philadelphia.
John R. Griffith,		Philadelphia.
John Keller,		Lancaster.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,050,000	00
Capital stock, amount subscribed, All.		
Capital stock paid in by last report,	299,381	36
Capital stock, total amount now paid in,	299,381	36
Capital stock, number of shares issued, 89,322		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year, about,	12	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1881, bear interest at seven per cent., which is payable January and July,) amount,	\$125,000	00
First mortgage bonds, (due, 1895, bear interest at six per cent., which is payable May and November,) amount,	300,000	00
Total amount now of funded debt,	\$425,000	00
Floating Debt.		
The amount now of floating debt,	103,704	00
Total amount now of floating and funded debt,	\$528,704	00
Funded debt as per last report, \$334,000 00		
Floating debt as per last report, 201,401 80		
Total cash realized from capital stock and debt,	\$828,085	36

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$402,496	06	\$402,496	06
Equipment,	130,976	60	137,280	80
Total cost,	\$533,472	66	\$539,776	86

CHARACTERISTICS OF ROAD.

Length of road laid,	20 miles.
Length of double track, including sidings,	50 squares.
Guage of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables,	5
Number of depots,	2
Number of first-class passenger cars,	79
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	22
Number of other cars: 4 sweepers, 1 snow-plow, 1 truck,	6
Number of horses and mules owned by the company, December 31,	502

Average value of each, including harness,	\$90 00
Value of real estate held, exclusive of roadway,	\$319,111 74
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day : 8 on Race and Vine ; 14 on Arch.	
How many miles does each horse travel daily ?	20
How is track laid, and on what foundation? Yellow pine, on gravel.	
Average time consumed by cars in passing over the road :	
Race and Vine streets, 110 minutes ; Arch street, 54 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Race and Vine streets line from depot down Lancaster avenue, to Haverford avenue, to Thirtieth street, to Fairmount bridge ; lower deck to Callowhill, to Hamilton, to Twenty-second, to Race, to Second, to Walnut, to Dock, to Third, to Vine, to Twenty-third, to Callowhill, to Twenty-fifth, to Spring Garden, on upper deck of bridge, to Lancaster avenue, to Belmont avenue, to Elm avenue, back to Belmont avenue, to Lancaster avenue, to depot.

Arch street line—From depot, 2562 Callowhill street, down Biddle to Twenty-fifth, to Spring Garden, to Twentieth, to Arch, to Second, up Arch to Twenty-first, to Callowhill, to depot.

Hestonville Branch—Double track on Lancaster avenue and Fifty-second street, from depot to George’s Hill.

Thirty-fifth Street Branch—Double track on Thirty-fifth street, from Spring Garden to Zoological Garden.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.			
January, 1879,	337,712	August, 1879,	375,854
February, 1879,	302,904	September, 1879,	433,003
March, 1879,	344,865	October, 1879,	430,984
April, 1879,	396,269	November, 1879,	389,242
May, 1879,	443,918	December, 1879,	413,869
June, 1879,	417,341		
July, 1879,	400,455	Total,	4,686,416

Rate of Fare for Passengers charged.	
Single fare : Adults, 6 cents ; minors, 4 cents.	
Exchange tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$4,239	08
Repairs of building,	534	40
Taxes on real estate,	4,150	25
Total,	\$8,923	68
Operating the Road.		
On account of horses,	\$7,670	00
Harness and repairs,	936	83
Repairs to cars,	7,903	44
Horse shoeing,	7,306	00
Hay, feed, and straw,	41,928	78
Office expenses, stationery, and depot expenses,	12,974	56
Salaries,	4,716	66
Insurance,	1,091	25
Toll,	3,134	80
General expense of stable,	21,811	22
Conductors and drivers,	68,117	26
Royalty,	1,385	05
Damage for injury of persons,	1,104	85
Total,	\$179,580	70

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds,	\$91,000	00
From other sources: Sale of horses,	160	00

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879,	\$18,144	83	\$23	00	. . . . .	. . . . .	\$1,232	45	\$19,400	28
February, 1879,	16,415	82	20	00	. . . . .	. . . . .	41,543	63	57,979	45
March, 1879,	18,355	73	50	00	\$767	43	11,232	07	30,405	23
April, 1879,	21,122	50	65	00	. . . . .	. . . . .	13,432	73	34,620	23
May, 1879,	23,647	07	65	00	500	00	25,408	14	49,620	21
June, 1879,	22,188	11	65	00	. . . . .	. . . . .	387	50	22,640	61
July, 1879,	21,324	87	61	00	. . . . .	. . . . .	561	50	21,947	37
August, 1879,	19,878	88	55	00	. . . . .	. . . . .	514	40	20,448	28
September, 1879,	23,196	27	63	00	400	00	367	23	24,026	50
October, 1879,	22,806	40	63	00	500	00	365	75	23,735	15
November, 1879,	20,686	08	63	00	500	00	857	54	22,106	62
December, 1879,	21,958	76	63	00	691	90	418	17	23,131	83
Total	\$249,725	32	\$656	00	\$3,359	33	\$96,321	11	\$350,061	76

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operat- ing the road,	\$180,096	49
For interest,	87,970	58
For new passenger cars and horses,	14,134	20
For payments to loan account,	1,000	00
For miscellaneous,	90,898	85
For municipal and State taxes, including taxes for 1876 and 1877,	21,425	91
Total,	\$345,523	06

GENERAL BALANCE SHEET, JANUARY 1, 1917—.

DR.			
Cash,		\$8,987	84
Construction,		402,496	06
Equipment,		187,280	80
Real estate,		819,111	74
Real estate improvements,		68,235	80
International exhibition stock,		9,810	00
City of Philadelphia,		500	00
Ground rent,		1,000	00
Coat and cap,		50	60
		\$947,472	84
CR.			
Capital stock,		\$299,381	86
Race and Vine Streets bonded debt,		125,000	00
Hestonville bonded debt, old account,		600	00
Hestonville bonded debt, new account,		300,000	00
Bonds and mortgages on real estate,		97,999	99
Bills payable,		103,704	00
Hestonville coupons, old account,		867	50
Race and Vine Streets coupons,		87	50
Dividends,		698	45
Loan,		4,037	50
Conductors' deposits,		1,850	00
Drivers' deposits,		130	00
Profit and loss,		13,616	54
		\$947,472	84

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 39,822 shares.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
				1		1	

Statement of each Accident.

A young girl named Mary Price died from injuries from one of the cars.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Charles H. Lafferty, president, and W. C. Foster, treasurer, of the Hestonville, Mantua and Fairmount Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs

of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) CHAS. H. LAFFERTY, *President*.
W. C. FOSTER, *Treasurer*.

Sworn and subscribed before me this 9th day of February, A. D. 1880.
THOS. H. CLARKE, *Magistrate Court, No. 23*.

REPORT

OF THE

Lombard and South Streets Passenger Railway Company, for the year ending October 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Moses A. Dropsie, .	President,	Philadelphia,	\$2,000	00
Aaron Lazarus, . .	Secretary and Treasurer,	Philadelphia,	1,500	00

Names of Directors.		Residences.
Moses A. Dropsie,		Philadelphia.
Charles C. Mackey,		Camden, N. J.
John Q. Adams,		Philadelphia.
Mayer Sulzberger,		Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	325,000	00
Capital stock, amount subscribed,	325,000	00
Capital stock paid in by last report,	195,000	00
Capital stock, total amount now paid in,	195,000	00
Capital stock, number of shares issued, 12,994		
Capital stock, amount paid in on each share,	15	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	15	00

DEBT.

Funded Debt.			
First mortgage bonds, (due 1883, bear interest at seven per cent., which is payable January and July,) amount,		\$62,500	00
Total amount now of funded debt,		\$62,500	00
Total amount now of floating and funded debt,		62,500	00
Funded debt, as per last report,	\$62,500	00	

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, { This account is not kept separately, .	\$271,594	83	\$271,714	83
Exuipment, }				
Total cost,			\$271,714	83

CHARACTERISTICS OF ROAD.

Length of road laid, miles,	8 ⁴⁰ / ₁₀₀
Length of double track, including sidings,	⁸⁹ / ₁₀₀
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables,	4
Number of depots,	2
Number of first-class passenger cars,	30
Average value of each,	\$500 00
Number of second-class passenger cars, (one horse,)	13
Average value of each,	\$400 00
Number of passengers that may be seated in each car,	20 and 14
Number of other cars, sweepers and plow,	4
Number of horses owned by the company,	154
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	40,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	370
How many miles does each horse travel daily? Some 21 ¹ / ₄ , others 17 miles.	

How is track laid, and on what foundation? Gravel, yellow and white pine stringers and cross-ties.

Average time consumed by cars in passing over the road: 58 and 51 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commences at South street, on the Schuylkill river; thence along Chippewa to Lombard, down Lombard to Front, along Front to Dock street, down Dock to Delaware avenue; thence return by Dock street and Front to South; thence westward, along South street to depot, Twenty-fifth and South streets. Connects with all roads running north and south. The route of the southern branch is as follows, viz: Commencing at the depot, Thirteenth street and Snyder avenue, along Snyder avenue to Twelfth street, along Twelfth to Dickinson; thence to Eighth street, to Christian, to Fifth, to Lombard, down Lombard to Front, to South street, along South to Passyunk avenue, to Mifflin, to Twelfth street, to Snyder avenue, and Broad street.

Monthly statement of Passengers (all classes) carried in Cars for the Year.

November, 1878,	109,580	June, 1879,	134,435
December, 1878,	112,872	July, 1879,	136,441
January, 1879,	98,201	August, 1879,	130,793
February, 1879,	87,464	September, 1879,	117,211
March, 1879,	101,818	October, 1879,	121,622
April, 1879,	110,231		
May, 1879,	127,149	Total,	1,387,817

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of four sold for,	24 cents.
Exchange tickets entitling to ride on two roads,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.				
Repairs of road bed and railway,	\$2,300	48		
Repairs of building,	48	17		
Taxes on real estate,	709	38		
Total,	\$3,058	03		
Operating the Road.				
On account of horses,	\$2,163	75		
Harness and repairs,	398	39		
Repairs to cars,	1,676	39		
Horse shoeing,	2,573	94		
Hay, feed, and straw,	13,554	12		
Office expenses, stationery, depot expenses, and alarm punch,	2,827	50		
Salaries,	3,500	00		
Insurance,	915	31		
Watchmen, switchmen, hostlers, pay-roll, general expense of stable, conductors and drivers,	28,736	25		
Oil and gas,	445	54		
Total,	\$59,849	22		

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
November, 1878,	\$5,699	83	.	.	\$189	89	.	.	.
December, 1878,	5,726	22	.	.	102	19	.	.	.
January, 1879,	5,081	58	.	.	109	59	.	.	.
February, 1879,	4,550	25	.	.	148	07	.	.	.
March, 1879,	5,289	81	.	.	95	26	.	.	.
April, 1879,	5,719	08	.	.	62	78	.	.	.
May, 1879,	6,642	97	.	.	122	76	.	.	.
June, 1879,	6,978	27	.	.	.	.	.	.	.
July, 1879,	7,125	87	.	.	30	11	.	.	.
August, 1879,	6,813	49	.	.	115	33	.	.	.
September, 1879,	6,250	02	.	.	143	22	.	.	.
October, 1879,	6,331	22	.	.	30	77	.	.	.
Total,	\$72,188	61	.	.	\$1,099	97	.	.	\$73,288 58

SUMMARY OF PAYMENTS.

For construction,	\$120	00
For maintaining the road or real estate of the corporation, and operating the road,	59,849	22
For interest,	4,332	30
For dividends,	7,796	40
For new horses and repairs to cars,	4,111	82
For miscellaneous,	720	60
For municipal taxes,	1,559	38
Total,	\$78,849	72

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Materials on hand, estimated,	\$1,000	00	
Cash,	1,596	81	
Construction,	271,714	83	
Real estate,	40,000	00	
Profit and loss,	73,188	36	
		\$387,500	00
CR.			
Capital stock,	\$325,000	00	
Funded debt,	62,500	00	
		\$387,500	00

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . 12,994

Rate and date of all cash dividends on stock : October 22, 1879, sixty cents per share.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	1	. . . . .	1	. . . . .

Statement of each Accident.

In the month of October, 1879, a child about three years of age was run over, and subsequently died.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Moses A. Dropsie, president, and Aaron Lazarus, treasurer, of the Lombard and South Streets Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of

this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

MOSES A. DROPSIE, *President.*

AARON A. LAZARUS *Treasurer.*

Sworn and subscribed before me this 31st day of December, A. D. 1879.

BENJAMIN F. TELLER, *Notary Public.*

REPORT

OF THE

People's Street Passenger Railway Company, for the year ending October 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
William Matthews, .	President,	Scranton,	\$1,200 00
J. C. Platt,	Secretary,	Scranton,	100 00

Names of Directors.		Residences.
William Matthews,		Scranton.
James Blair,		Scranton.
J. C. Platt,		Scranton.
William Connell,		Scranton.
W. W. Scranton,		Scranton.
W. R. Storrs,		Scranton.
W. W. Winton,		Scranton.
J. B. Smith,		Dunmore.
George Sanderson,		Scranton.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed, including thirteen shares held by company,	150,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in, including thirteen shares held by company,	150,000	00
Capital stock, number of shares issued, 1,500		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (Due 1888, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	\$20,000	00
Total amount now of funded debt,	\$20,000	00
Total amount now of floating and funded debt,	20,000	00

COST OF ROAD AND EQUIPMENT.

Construction : By last report, \$162,101 39 ; by present report, \$162,101 39.

CHARACTERISTICS OF ROAD.

Length of road laid,	9½ miles.
Length of double track, including sidings,	1,600 feet.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	25 pounds.
Number of car-houses, shops, and stables,	3
Number of depots,	1
Number of first-class passenger cars,	9
Average value of each,	\$400 00
Number of second-class passenger cars,	9
Average value of each,	\$100 00
Number of passengers that may be seated in each car,	24 and 14
Number of other cars,	2
Number of horses and mules owned by the company,	36
Average value of each, including harness,	\$80 00
Value of real estate held, exclusive of roadway,	\$15,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,400 and 2,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	16
How many miles does each horse travel daily ?	15
How is track laid, and on what foundation ? Stringers and ties.	
Average time consumed by cars in passing over the road,	30 minutes.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Same as before.	

Monthly Statement of Passengers, (all classes) carried in cars for the year.

November, 1878,	19,454	June, 1879,	21,977
December, 1878,	23,113	July, 1879,	26,267
January, 1879,	14,987	August, 1879,	26,250
February, 1879,	16,501	September, 1879,	23,201
March, 1879,	19,957	October, 1879,	25,673
April, 1879,	20,081		
May, 1879,	20,862	Total,	258,223

Rate of Fare for Passengers charged.

Single fare,	5, 6, & 10 cents.
Tickets in packages of three, four, and five sold for . . .	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and rail way,		\$1,908	98
Repairs of building,		31	35
Total,		\$1,940	33
Operating the Road.			
On account of horses,		\$1,159	00
Harness and repairs,		174	08
Repairs to cars,		692	55
Horse shoeing,		783	65
Hay and feed,		2,892	51
Office expenses, stationery, and depot expenses,		322	96
Salaries,		1,300	00
Insurance,		204	50
Watchmen, switchmen, hostlers, pay-roll,		1,915	04
General expense of stable,		255	62
Conductors and drivers,		4,443	10
Fluid, fuel, oil, and gas,		117	03
Total,		\$16,150	36

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
November, 1878,	\$1,361	83	. . . . .		\$3	75	\$20	98	\$1,386	56
December, 1878,	1,617	92	. . . . .		8	00	132	84	1,753	76
January, 1879, .	1,049	14	. . . . .		5	25	253	38	1,307	77
February, 1879, .	1,155	12	. . . . .				12	00	1,167	12
March, 1879, . .	1,397	01	. . . . .		5	25	212	30	1,614	56
April, 1879, . . .	1,405	73	. . . . .				128	50	1,534	23
May, 1879, . . .	1,460	38	. . . . .		12	75	99	50	1,572	63
June, 1879, . . .	1,538	39	. . . . .				14	50	1,552	89
July, 1879, . . .	1,838	72	. . . . .				205	30	2,044	02
August, 1879, . .	1,806	22	. . . . .				35	00	1,841	22
September, 1879,	1,624	07	. . . . .				43	08	1,667	15
October, 1879, .	1,797	16	. . . . .		7	50	163	63	1,968	29
Total,	\$18,051	69	. . . . .		\$37	50	\$1,321	01	\$19,410	20

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$16,150	36
For interest,	1,400	00
For receipts in excess of payments subject to bills not in,	1,359	52
For municipal taxes,	265	90
For State taxes,	234	42
Total,	\$19,410	20
Total amount of surplus fund, cash on hand subject to bills not in, . .	2,348	07

GENERAL BALANCE SHEET, NOVEMBER 1, 1879.

DR.			
Construction account,		\$162,101	39
Expense account,		8,794	56
Individual accounts,		1,362	48
Balance due on real estate,		393	50
Cash subject to bills not in,		2,348	07
		\$170,000	00
CR.			
Stock, including thirteen shares held by company,		\$150,000	00
Bonds,		20,000	00
		\$170,000	00

STATE OF PENNSYLVANIA, }
County of Lackawanna, } ss :

Personally appeared before me, William Matthews, president, and J. C. Platt, treasurer, of the People's Street Railway Company of Luzerne county, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 1, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM MATTHEWS, *President.*
J. C. PLATT, *Treasurer.*

Sworn and subscribed before me, this 24th day of November, A. D. 1879.
G. F. BENTLEY, *Notary Public.*

REPORT

OF THE

People's Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
John L. Lawson, .	President,	Philadelphia,	\$1,800	00
Thomas S. Harris,	Secretary and Treasurer,		1,200	00

<i>Names of Directors.</i>	<i>Residences.</i>
John L. Lawson,	Philadelphia.
W. B Mann,	Philadelphia.
Curwen Stoddart, jr.,	Philadelphia.
John Riegel,	Philadelphia.
George F. Work,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	15,493	00
Capital stock, amount subscribed,	387,325	00
Capital stock paid in by last report,	83,544	00
Capital stock, total amount now paid in,	123,944	00
Capital stock, number of shares issued, 15,493		
Capital stock, amount paid in on each share,	8	00
Capital stock, par value of each share,	25	00

DEBT.

Funded Debt.			
First mortgaged bonds, amount,		\$100,000	00
Total amount now of floating and funded debt,		\$100,000	00
Floating Debt.			
The amount now of floating debt,		3,500	00
Total amount now of floating and funded debt,		\$103,500	00
Funded debt as per last report,	\$100,000	00	
Floating debt as per last report,	29,210	00	

COST OF ROAD AND EQUIPMENT.

Construction: by last report, \$206,054 34; by present report, \$208,896 45

CHARACTERISTICS OF ROAD.

Length of road laid, about,	6½ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	22
Average value of each,	\$500 00
Number of passengers that may be seated in each car, . .	20
Number of other cars,	1
Number of horses and mules owned by the company, . .	140
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway,	14,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,200
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5

Number of trips each day,13

How many miles does each horse travel daily?22

Average time consumed by cars in passing over the road, 69 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Along Callowhill street, from Schuylkill river to Front street; thence along Front street to Chestnut, and return by same route to Vine street; along Vine to York avenue, to Callowhill street, and return by Callowhill street to the Schuylkill river; and crosses all the roads running north and south in the city.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	75,270	August, 1879,	148,845
February, 1879,	66,897	September, 1879,	114,488
March, 1879,	77,784	October, 1879,	104,633
April, 1879,	87,381	November, 1879,	88,759
May, 1879,	104,018	December, 1879,	94,174
June, 1879,	119,814		
July, 1879,	142,490	Total,	1,224,553

Rate of Fare for Passengers Charged.

Single fare,6 cents.

Tickets in packages of four sold for24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, wages in pay-roll,	\$584	20
Taxes on real estate,	206	86
Total,	\$790	56
Operating the Road.		
On account of horses,	5,265	00
Harness and repairs,	662	94
Repairs to cars,	1,168	94
Horse shoeing,	2,070	30
Hay and feed,	12,307	70
Office expenses, stationery, and depot expenses,	4,863	90
Salaries,	3,000	00
Insurance,	300	00
Watchmen, switchmen, hostlers, pay-roll, general pay-roll,	19,234	10
Fluid, fuel, oil, and gas,	633	81
Damage for the injury of persons,	40	00
Total,	\$50,336	75

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders,

\$30,400 00

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879, . .	\$3,844	08	.	.	\$145	83	.	.	\$3,989 91
February, 1879, .	3,415	51	.	.	.	.	.	.	3,415 51
March, 1879, . .	4,029	04	.	.	149	32	.	.	4,178 36
April, 1879, . . .	4,515	63	.	.	.	.	\$23,700	00	28,215 63
May, 1879, . . .	5,351	56	.	.	149	33	5,000	00	10,500 89
June, 1879, . . .	6,219	06	.	.	70	00	.	.	6,289 06
July, 1879, . . .	7,425	70	.	.	.	.	8,500	00	15,925 70
August, 1879, . .	8,010	23	.	.	.	.	.	.	8,010 23
September, 1879,	6,071	71	.	.	213	00	.	.	6,284 71
October, 1879, . .	5,396	69	.	.	.	.	50	00	5,446 69
November, 1879,	4,602	68	.	.	141	00	.	.	4,743 68
December, 1879,	4,891	49	.	.	.	.	.	.	4,891 49
Total,	\$63,773	38	.	.	\$868	48	\$37,250	00	\$101,891 86

SUMMARY OF PAYMENTS.

For construction,	\$2,842	11
For maintaining the road or real estate of the corporation, and oper- ating the road,	50,336	75
For interest,	7,340	30
For dividends,	7,496	50
For payments to loan account,	25,710	00
For miscellaneous,	3,852	21
For municipal taxes,	915	50
For State taxes,	558	77
Total,	\$99,052	14

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Cash on hand, January 1, 1879,	\$3,438	96	
Cash receipts from passengers,	63,773	38	
Cash receipts from sale of manure,	868	48	
Cash receipts from other sources,	37,250	00	
	\$105,330	82	
CR.			
Construction,	\$2,842	11	
Bills payable—floating debt,	25,710	00	
Wages—general pay-roll,	19,234	10	
Salary of president, secretary, and treasurer,	3,000	00	
Feed,	8,538	36	
Hay,	3,090	90	
Straw,	678	44	
General expense,	4,863	90	
Harness,	662	94	
Blacksmithing,	2,070	30	
Light and fuel,	633	31	
Repairs to cars,	1,168	94	
Rent,	3,852	21	
Interest,	7,340	30	
Water rent,	165	50	
Paving,	584	20	
Horses,	5,265	00	
Tax on cars,	750	00	

State tax,	\$558	77
City tax,	206	86
Injury to person,	40	00
Insurance,	300	00
Dividend,	7,496	50
Cash on hand, January 1, 1880,	6,278	68
	\$105,830	82

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 15,493 shares.
Rate and date of all cash dividends on stock of original
and consolidated companies, July 15, 1879, 50 cts. per share.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, John L. Lawson, president, and Thomas S. Harris, treasurer, of the People's Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) JOHN L. LAWSON, *President.*
THOMAS S. HARRIS, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1880.
BENJ. C. SATTERTHWAITE,
Notary Public.

R E P O R T
OF THE
Philadelphia City Passenger Railway Company, for the
year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Coffin Colket,	President,	Philadelphia,	\$1,500	00
William W. Colket, {	Secretary,	Philadelphia,	3,500	00
	Treasurer,			
John S. Bottorff,	General Manager,	Philadelphia,	1,500	00
	General Superintendent,			

<i>Names of Directors.</i>	<i>Residences.</i>
Winfield S. Wilson,	Philadelphia.
William G. Cochran,	Philadelphia.
Robert Reed,	Philadelphia.
George W. Burton,	Philadelphia.
John Markoe,	Philadelphia.
Collins W. Walton,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock paid in by last report,	475,000	00
Capital stock, total amount now paid in,	475,000	00
Capital stock, number of shares issued,	20,000	
Capital stock, amount paid in on each share, about,	23	75
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	70	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due January 1, 1881, bear interest at six per cent., which is payable January 1 and July 1 each year,) amount,	\$200,000	00
Debenture bonds, (due March 1, 1895, bear interest at seven per cent., which is payable March 1 and September 1,) amount,	100,000	00
Total amount now of funded debt,	\$300,000	00
Funded debt, as per last report,	\$300,000	00
Total cash realized from capital stock and debt,	\$775,000	00

COST OF ROAD AND EQUIPMENT.

	<i>By last report.</i>		<i>By present report.</i>	
Construction,	\$639,489	93	\$646,806	19
Equipment,	187,371	40	195,850	12
Total cost,	\$826,861	33	\$842,656	31

CHARACTERISTICS OF ROAD.

Length of road laid: Main line, 7 miles 363 feet; Darby railroad, 10 miles.	
Length of double track, including sidings,	6 miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track, steel,	78 & 47 pounds.
Number of car-houses, shops, and stables,	6
Number of depots,	4
Number of first-class passenger cars,	120
Average value of each,	\$800 00
Number of passengers that may be seated in each car,	20
Number of other cars, salt car,	1

Number of horses owned by the company,	743
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	\$302,650 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
How many miles does each horse travel daily?	21
Average time consumed by cars in passing over the road, main line,	81 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads. From Forty-second and Chestnut streets down Chestnut to Front, down Front to Walnut, up Walnut to Twenty-second, up Twenty-second to Chestnut, up Chestnut to Forty-first street. Branch line, leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby; and from Chestnut street north, on Thirty-second street, to Lancaster avenue, along Lancaster avenue to Belmont avenue, and along Belmont avenue to Fairmount park.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	630,788	August, 1879,	610,989
February, 1879,	586,680	September, 1879,	759,114
March, 1879,	652,271	October, 1879,	808,088
April, 1879,	701,766	November, 1879,	730,694
May, 1879,	783,825	December, 1879,	788,589
June, 1879,	733,515		
July, 1879,	666,699	Total,	8,453,018

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$13,394	91
Repairs of building,	1,363	95
Taxes on real estate,	5,323	16
Total,	\$20,082	05
Operating the Road.		
On account of horses,	8,094	78
Harness and repairs,	2,683	05
Repairs to cars,	20,460	02
Horse shoeing and blacksmithing,	14,040	87
Hay and feed: Hay, \$20,682 24; oats, \$151 97; corn, \$34,063 44; bran, \$3,615 27,	58,512	92
Office expenses, stationery, and depot expenses, punch royalty, and miscellaneous and general expenses,	11,468	67
Insurance,	2,084	89
Salaries, watchmen, switchmen, hostlers, conductors, and drivers, payroll,	162,391	85
General expense of stable, \$2,662 84; straw, \$5,484 68,	8,147	52
Engine and mill,	2,071	88
Fluid, fuel, oil, and gas,	5,173	07
Damage for injury of persons,	475	00
Total,	\$295,604	52

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, .	\$34,677	75	.	.	.	.	\$72	72	.	.
February, 1879, .	32,261	92	.	.	.	.	.	.	.	.
March, 1879, . .	35,733	92	.	.	.	.	.	.	.	.
April, 1879, . .	38,730	18	.	.	\$1,223	38	743	55	.	.
May, 1879, . . .	43,411	71	.	.	.	.	72	72	.	.
June, 1879, . . .	40,493	80	\$478	00	1,248	55	.	.	.	.
July, 1879, . . .	36,478	21	.	.	.	.	.	.	.	.
August, 1879, . .	33,312	52	.	.	.	.	72	72	.	.
September, 1879, .	41,929	77	.	.	.	.	.	.	.	.
October, 1879, . .	44,702	57	.	.	.	.	.	.	.	.
November, 1879, .	40,207	25	.	.	.	.	.	.	.	.
December, 1879, .	43,267	05	78	00	2,580	98	72	72	.	.
Total,	\$465,206	65	\$556	00	\$5,052	91	\$1,034	43	\$471,849	99

SUMMARY OF PAYMENTS.

For construction and equipment,	\$15,794	98
For maintaining the road or real estate of the corporation, and oper- ating the road,	315,686	57
For interest,	26,000	00
For dividends,	95,000	00
For credited Darby railroad dividend account,	8,000	00
For miscellaneous, ground rent,	2,133	00
For municipal taxes,	7,663	49
For State taxes,	7,496	90
Total,	\$477,774	94

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Construction,	\$646,806	19	
Equipment,	195,850	12	
Cash,	87,976	67	
	\$930,632	98	
CR.			
Capital stock,	\$475,000	00	
Mortgage bonds,	200,000	00	
Debenture bonds,	100,000	00	
Mortgage bonds, Darby railroad,	43,000	00	
Unpaid dividends, Darby railroad,	16,000	00	
Unclaimed dividends,	188	00	
Unclaimed interest,	869	50	
Profit and loss,	95,575	48	
	\$930,632	98	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 20,000 shares.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	.....	.....	2	.....	3

Statement of each Accident.

March 12, 1879. Mrs. I. Newton Brown, a passenger sustained injuries from being thrown while getting off a car, at Fifteenth and Chestnut streets.

July 9. John Francis, injured from car running into an open switch, at Race and Vine streets depot, and striking a car of which he was conductor.

April 26. Theo. Zeiger, injured while working in a trench, at Thirty-third and Chestnut streets, by a horse being thrown on him by a milk-wagon.

STATE OF PENNSYLVANIA, }
County of Philadelphia. } ss :

Personally appeared before me, Coffin Colket, president, and William W. Colket, treasurer, of the Philadelphia City Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) C. COLKET, *President.*
WILLIAM W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.
J. R. MASSEY, *Notary Public.*

REPORT
OF THE
Philadelphia and Darby Passenger Railway Company,
for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
A. L. Bonnaffon,	President,	Philadelphia,	None.
Wm. W. Colket,	Secretary and Treasurer, .	Philadelphia,	None.

General office at 4130 Chestnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Collins W. Walton,	Philadelphia.
C. B. Mench,	Philadelphia.
H. L. Child,	Philadelphia.
C. Colket,	Philadelphia.
John Mariner,	Philadelphia.
A. L. Bonnaffon,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	200,000	

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1887, bear interest at seven per cent., which is payable May 1, and November 1, each year,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Total amount now of floating and funded debt,	100,000	00
Funded debt as per last report,	\$100,000	00

CHARACTERISTICS OF ROAD.

Length of road laid, original road from Market street to Darby,	5 miles, 255 ft.
Length of double track, including siding,	1 mile, 1,846 ft.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	42 pounds.
Number of car-houses, shops, and stables,	3

Number of depots,	1
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	5
How many miles does each horse travel daily ?	20
Average time consumed by cars in passing over the road,	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From the borough of Darby, in Delaware county, along Darby plank road to Woodland avenue; thence along Woodland avenue to Chestnut street, connecting at this point with the Philadelphia City Passenger Railway Company.

The Philadelphia and Darby railroad is operated by the Philadelphia City Passenger Railway Company, under the terms and provisions of a lease executed to them for nine hundred and ninety-nine years, from January 1, 1870. The amount of receipts and expenditures, and other statistics, unanswered in this report, will be contained in theirs.

All books of the company, except the minute books, were made way with by the late president S. Gross Fry.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, A. L. Bonnaffon, president, and W. W. Colket, treasurer, of the Philadelphia and Darby Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending A. D. 187-, according to the best of their knowledge and belief.

(Signed)

A. L. BONNAFON, *President.*
W. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.

H. R. SHULTZ, *Notary Public.*

REPORT
OF THE
Philadelphia and Gray's Ferry Passenger Railway
Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.	Residence.	Salary.
Matthew Brooks,	President, No. 703 Corinthian ave.,	\$2,000 00
J. Crawford Dawes,	Secretary and Treasurer, No. 1225 Monterey st.,	1,000 00
Patrick Lovett,	General Superintendent, No. 777 North 24th st.,	1,000 00

General office at Thirty-sixth street and Gray's Ferry road.

<i>Names of Directors.</i>	<i>Residences.</i>
Henry Bumm,	S. W. cor. Girard avenue and Fifteenth street.
J. Hicks Conrad,	No. 1716 Wallace street.
William Dulles,	No. 262 South Sixteenth street.
Oliver Hopkinson,	No. 1424 Spruce street.
James McManes,	No. 1310 Franklin street.
Thomas R. Woodhouse,	No. 1111 Walnut street.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000 00
Capital stock, amount subscribed,	818,750 00
Capital stock paid in by last report,	308,750 00
Capital stock, total amount now paid in,	308,750 00
Capital stock, number of shares issued, 12,350	
Capital stock, amount paid in on each share,	25 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year, about	36 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment,	\$243,916 66	\$243,916 66

CHARACTERISTICS OF ROAD.

Length of road laid,	10 $\frac{3}{8}$ miles.
Length of double track, including sidings,	2 $\frac{1}{2}$ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	44 pounds.
Number of car-houses, shops, and stables,	3

Number of depots,	1
Number of first-class passenger cars,	29
Average value of each,	\$500
Number of passengers that may be seated in each car, . .	20
Number of horses owned by the company,	190
Average value of each, including harness,	\$75
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	220
How many miles does each horse travel daily?	18 or 19
How is track laid, and on what foundation? Usual way.	
Average time consumed by cars in passing over the road: 1 hour, 35 min.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Gray's Ferry bridge, along Gray's Ferry road, Christian street, Twenty-second street, spruce, and Third streets, to Exchange, at Third and Walnut; along Dock, Second, Pine, Twenty-third street, and Gray's Ferry road, to terminus.

Monthly Statement of Passengers (all classes) carried in Cars for the year.			
January, 1879,	176,734	August, 1879,	173,458
February, 1879,	161,649	September, 1879,	185,886
March, 1879,	175,249	October, 1879,	208,767
April, 1879,	191,840	November, 1879,	192,703
May, 1879,	212,884	December, 1879,	207,615
June, 1879,	204,197		
July, 1879,	185,365	Total,	2,276,352

Rate of Fare for Passengers Charged.	
Single fare,	6 cents.
Tickets in packages of four, sold for	24 cents.

EXPENSES.		
Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$4,034	89
Taxes on real estate,	882	67
Total,	\$4,417	56
Operating the Road.		
On account of horses,	\$5,194	00
Harness and repairs,	976	82
Repairs to cars,	5,368	43
Horse shoeing,	2,526	41
Hay and feed,	16,005	42
Office expenses, stationery, and depot expenses,	302	80
Salaries,	4,000	00
Watchmen, switchmen, hostlers, pay-roll,	11,257	00
General expense of stable,	1,644	97
Conductors and drivers,	28,194	64
Fluid, fuel, oil, and gas,	528	76
Total,	\$75,997	25

RECEIPTS.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, .	\$9,620	48	.	.	.	.	.	.	.	.
February, 1879, .	8,680	84	.	.	\$353	27	.	.	.	.
March, 1879, .	9,418	06	.	.	.	.	.	.	.	.
April, 1879, . . .	10,320	18	.	.	.	.	.	.	.	.
May, 1879, . . .	11,498	66	.	.	355	21	.	.	.	.
June, 1879, . . .	11,034	69	\$250	00	.	.	\$182	08	.	.
July, 1879, . . .	9,994	61	.	.	.	.	.	.	.	.
August, 1879, . .	9,335	23	.	.	315	81	.	.	.	.
September, 1879, .	10,043	09	.	.	.	.	.	.	.	.
October, 1879, . .	11,255	28	.	.	.	.	.	.	.	.
November, 1879, .	10,489	96	.	.	349	39	.	.	.	.
December, 1879, .	11,283	04	250	00	.	.	114	90	.	.
Total,	\$122,924	12	\$500	00	\$1,373	68	\$296	98	\$125,094	78

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper-ating the road,	\$80,414	81
For dividends,	34,077	48
For miscellaneous,	3,019	94
For municipal taxes,	1,157	24
For State taxes,	3,822	30
Total,	\$122,581	77

GENERAL BALANCE SHEET, NOVEMBER 1, 1879.

DR.			
Road and equipments,	\$243,916	66	
Schuylkill river passenger railway stock,	49,050	00	
Cash,	22,687	59	
Over-issued stock,	10,000	00	
	\$325,654	25	
CR.			
Capital stock,	\$309,207	00	
Dividends; Nos. 9, 10, 13, and 15,	45	87	
Profit and loss,	16,401	38	
	\$325,654	25	

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, 12,350 shares.
Rate and date of all cash dividends on stock of original and consolidated companies; January, \$1 25 per share; July, \$1 50 per share.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Matthew Brooks, president, and J. Crawford Dawes, treasurer, of the Philadelphia and Gray's Ferry Passenger

Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) MATTHEW BROOKS, *President*.
J. CRAWFORD DAWES, *Treasurer*.

Sworn and subscribed before me, this 26th day of January, A. D. 1880.
JAMES P. PETIT, *Notary Public*.

REPORT

OF THE

Pittsburgh, Allegheny and Manchester Passenger Railway Company, for the year ending October 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
W. J. Kountz, . .	President,	Allegheny City, . . .	\$2,000	00
Charles Seibert, . .	Secretary and Treasurer, .	Allegheny City, . . .	400	00

General office at corner of Federal and Robinson streets, Allegheny City, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
W. J. Kountz,	Allegheny City.
Charles E. Speer,	Pittsburgh.
R. C. Gray,	Allegheny City.
Andrew Ackley,	Allegheny City.
R. S. Hays,	Allegheny City.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock, amount subscribed,	300,000	00
Capital stock paid in by last report,	300,000	00
Capital stock, total amount now paid in,	300,000	00
Capital stock, number of shares issued, 6,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1891, bear interest at eight per cent., which is payable February 1 and August 1,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$5,000		
The amount now of floating debt,	\$5,000	00
Total amount now of floating and funded debt,	\$105,000	00
Funded debt as per last report, \$100,000		
Floating debt as per last report, 5,000		
Total cash realized from capital stock and debt,	\$405,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction;	\$206,050	69	\$206,050	69
Equipment,	73,619	80	75,209	80
Total cost,	\$279,670	49	\$281,260	49

CHARACTERISTICS OF ROAD.

Length of road laid, about,	4 ³ / ₄ miles.
Length of double track, including sidings, about,	4 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	56 and 45 lbs.
Number of car-houses, shops, and stables: 3 car-houses, 2 stables.	
Number of depots,	3
Number of first-class passenger cars,	37
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	22
Number of other cars, salt cars,	2
Number of horses and mules owned by the company,	237
Average value of each, including harness,	\$130 00
Value of real estate and buildings held, exclusive of road-way,	\$114,706 35
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about	5
How many miles does each horse travel daily,	17
How is your track laid, and on what foundation? Pine stringers, street foundation.	

Average time consumed by cars in passing over the road. 40, 60, 70, and 80 minutes per round trip.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads Main line starts from corner of Penn and Sixth streets, Pittsburgh, along Sixth street and across Suspension bridge to Allegheny City; then along Federal to Ohio street, along West Ohio street and Western avenue to Bidwell street, along same to Pennsylvania avenue; along said avenue to Beaver avenue, and along same to car-house, corner of Strawberry lane. Rebecca Street branch leaves main line corner of Federal and Lacock streets, along Lacock to Craig, along Craig to Rebecca street, along Rebecca street to Beaver avenue, along same to car-house, corner of Walnut street. Troy Hill branch leaves main line at corner of Federal and Ohio streets, thence along East Ohio street to car-house, near Chestnut street.

Monthly Statement of Passengers (all classes,) carried in Cars for the year.

November 1878,	204,159	June, 1879,	194,416
December, 1878,	220,110	July, 1879,	198,668
January, 1879,	196,444	August, 1879,	186,210
February, 1879,	183,495	September, 1879,	277,338
March, 1879,	196,181	October, 1879,	286,859
April, 1879,	192,201		
May, 1879,	221,166	Total,	2,557,247

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of five sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$7,216	75
Repairs of building,	349	59
Taxes on real estate,	862	63
Total,	\$8,428	97
Operating the Road.		
On account of horses,	\$2,200	00
Harness and repairs,	685	62
Repairs to cars,	3,414	32
Horse shoeing,	4,188	52
Hay and feed,	12,558	10
Office expenses, stationery, and depot expenses,	1,367	16
Salaries,	2,400	00
Insurance,	500	60
Watchmen, switchmen, hostlers, pay-roll,	16,117	94
General expense of stable,	366	54
Conductors and drivers,	31,893	00
Fluid, fuel, oil, and gas,	84	08
Damage for injury of persons,	1,446	46
Total,	\$77,222	34

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
November, 1878,	\$11,026	41	.	.	\$120	00	.	.	\$11,146	41
December, 1878,	11,822	55	.	.	.	.	.	.	11,822	55
January, 1879, .	10,499	29	.	.	17	50	.	.	10,516	79
February, 1879,	9,791	69	.	.	62	50	.	.	9,854	19
March, 1879, . .	10,529	52	.	.	62	50	.	.	10,592	02
April, 1879, . .	10,844	02	.	.	.	.	.	.	10,844	02
May, 1879, . . .	11,989	66	.	.	.	.	.	.	11,989	66
June, 1879, . . .	10,443	43	.	.	.	.	.	.	10,443	43
July, 1879, . . .	10,679	04	.	.	.	.	.	.	10,679	04
August, 1879, . .	10,082	92	.	.	200	00	.	.	10,282	92
September, 1879,	15,310	20	.	.	.	.	.	.	15,310	20
October, 1879, . .	15,694	13	.	.	.	.	.	.	15,694	13
Total,	\$138,162	86	.	.	\$462	50	.	.	\$138,625	86

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and opera- ting the road,	\$85,651	31
For interest,	8,387	50
For dividends,	30,000	00
For payments to profit and loss account,	2,231	75
For bridge toll,	5,088	00
For payments made to surplus fund,	2,724	63
For municipal taxes,	2,259	49
For State taxes,	2,282	68
Total,	\$138,625	36
Total amount of surplus fund,	\$2,724	63

GENERAL BALANCE SHEET, NOVEMBER 1, 1879.

DR.			
Construction,	\$206,050	69	
Equipment,	75,208	80	
Real estate and buildings,	114,706	35	
Bills receivable,	2,586	45	
Change account,	91	00	
Cash on hand,	8,070	34	
	\$407,724	63	
CR.			
Capital stock,	\$300,000	00	
Mortgage bonds,	100,000	00	
Unfunded debt,	5,000	00	
Surplus fund,	2,724	63	
	\$407,724	63	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$300,000 00
Rate and date of all cash dividends on stock of original and consolidated
companies: January 1, 1879, \$1 per share, \$6,000. April 1, 1879, \$1 50

per share, \$9,000. July 1, 1879, \$1 per share, \$6,000. October 1, 1879, \$1 50 per share, \$9,000. Total, \$30,000. Equal to ten per cent. per annum, from October 31, 1878, to October 31, 1879.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	1	1	1	1	1	1	1

Statement of each Accident.

August 28, 1879. Mary T. Freeborn, while trying to run across Rebecca street immediately in front of car No. 3, was knocked over by the pole, and caught under the wheel. The wheel did not pass over her, but bruised her badly about the thigh. She died Saturday evening, August 30, 1879.

STATE OF PENNSYLVANIA, } 88:
County of Allegheny, }

Personally appeared before me, Charles E. Speer, acting president, and Charles Seibert, secretary and treasurer, of the Pittsburgh, Allegheny and Manchester Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

CHAS. E. SPEER, *Acting President.*

CHAS. SEIBERT, *Secretary and Treasurer.*

Sworn and subscribed before me, this 21st day of November, A. D. 1879.

H. K. WALTHER, *Notary Public.*

REPORT
OF THE
*Pittsburgh and Birmingham Passenger Railway Com-
pany, for the year ending October 30, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.	
M. W. Beltzhoover,	President, (now dec'd,)	Pittsburgh, Pa.,	\$750	00
W. W. Patrick,	Secretary,	Pittsburgh, Pa.		
J. G. Holmes,	Treasurer,	Pittsburgh, Pa.		

Names of Directors.		Residences.
M. W. Beltzhoover,	(now dec'd,)	Pittsburgh, Pa.
A. Kimick,		Pittsburgh, Pa.
J. McD. Crossan,		Pittsburgh, Pa.
W. M. Hersh,		Pittsburgh, Pa.
W. W. Patrick,		Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	200,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued,	4,000	
Capital stock, amount paid in on each share: 2,000 shares, \$50 ; 2,000 \$25,	37	50
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June 12, 1892, bear interest at 7 ³ / ₈ per cent., which is payable 1st day of January and July,) amount,	\$40,000	00
Total amount now of funded debt,	\$40,000	00
Total amount now of floating and funded debt,	\$40,000	00
Funded debt as per last report,	\$40,000	

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$108,234	00	\$108,234	00
Equipment,	22,316	93	23,331	00
Total cost,	\$130,550	93	\$131,565	00

CHARACTERISTICS OF ROAD.

Length of road laid,	5 $\frac{2}{3}$ miles.
Length of double track, including sidings, (no sidings,)	3 $\frac{2}{3}$ miles.
Gauge of road,	5 $\frac{1}{2}$ feet.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables, each,	1
Number of depots,	1
Number of first-class passenger cars,	18
Average value of each,	\$650
Number of second-class passenger cars,	2
Average value of each,	\$100
Number of passengers that may be seated in each car,	20
Number of other cars: 1 salt and 1 feed car.	
Number of horses and mules owned by the company,	115
Average value of each, including harness,	\$80
Value of real estate held, exclusive of road way,	\$52,381 67
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	9
How many miles does each horse travel daily?	20 $\frac{2}{3}$
How is track laid, and on what foundation? Pine stringers and turnpike foundation.	

Average time consumed by cars in passing over the road, 43 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Along Liberty street, from Union depot, to Smithfield street; along Smithfield street, to and across the Monongahela bridge, to Carson street, South Side. Thence along Carson street to the South Side terminus.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

November, 1878,	93,239	June, 1879,	127,593
December, 1878,	117,770	July, 1879,	136,977
January, 1879,	106,791	August, 1879,	137,053
February, 1879,	94,898	September, 1879,	151,545
March, 1879,	113,579	October, 1879,	169,810
April, 1879,	117,288		
May, 1879,	127,519	Total,	1,494,062

Rate of Fare for Passengers charged.

Single fare,	5 cents.
Tickets in packages of 100 sold for,	\$5

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$3,794	55
Repairs of building,	1,286	11
Taxes on real estate,	91	96
Total,	\$5,172	62
Operating the Road.		
Bridge toll,	\$1,920	00
On account of horses,	2,494	50
Harness and repairs,	242	47
Repairs to cars,	1,309	44
Horse shoeing and general blacksmithing,	2,212	80
Hay and feed,	7,122	16
Office expenses, stationery, and general expenses,	2,050	63
Salaries,	3,390	00
Insurance,	540	00
Watchmen, switchmen, hostlers, pay-roll, and general expense of stable,	8,025	38
Conductors and drivers,	18,588	80
Fluid, fuel, oil, and gas,	606	21
Damage for injury of persons and property,	72	00
Total,	\$48,574	39

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
November, 1878,	\$4,633	55	.	.	.	.	.	.	.
December, 1878, .	5,833	91	.	.	.	.	.	.	.
January, 1879, . .	5,351	72	.	.	.	.	.	.	.
February, 1879, .	4,787	61	.	.	.	.	.	.	.
March, 1879, . . .	5,645	80	.	.	.	.	.	.	.
April, 1879, . . .	5,703	65	.	.	.	.	.	.	.
May, 1879,	6,333	65	.	.	.	.	.	.	.
June, 1879,	6,340	90	.	.	.	.	.	.	.
July, 1879,	6,822	45	.	.	.	.	.	.	.
August, 1879, . . .	6,838	60	.	.	.	.	.	.	.
September, 1879, .	7,430	60	.	.	.	.	.	.	.
October, 1879, . .	8,561	93	.	.	.	.	.	.	.
Total,	\$74,284	37	.	.	.	.	.	.	\$74,284 37

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$53,747	01
For interest,	2,920	00
For dividends,	12,000	00
For new passenger cars and horses,	1,014	07
For municipal taxes,	670	93
For State taxes,	797	69
For county taxes,	12	84
Total,	\$71,162	54

GENERAL BALANCE SHEET, JANUARY 1, 187-.

DR.			
Change account,		\$80	00
Monongahela Water Company,		250	00
Real estate,		52,381	67
Construction,		109,234	00
Equipment,		23,331	00
Bank account,		3,121	83
Profit and loss,		2,601	50
		\$190,000	00
CR.			
By bonds, (unpaid,)		\$40,000	00
By capital stock,		150,000	00
		\$190,000	00

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: January 11, 1879, \$6,000, three per cent. on capital stock, \$200,000. October 30, 1879, \$12,000, six per cent. on capital stock, \$200,000.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	2

Statement of each Accident.

1878, Nòvember 6. ——— Coyl, about twenty-six years of age. Run over by car No. 10, near Nineteenth street, South Side. Said Coyl was standing on front platform of car, when a sudden stopping of the car caused him to fall off, (he appeared somewhat intoxicated.) The front wheel of car ran over his foot. About a month after the accident he was seen walking along the street.

1879, May 12. Edward McCormick, aged about forty years, got on hind platform of car No. 3, when between Third and Fourth avenue. The car was on last trip out; when near First avenue, he either stepped or fell off the car, immediately in front of car No. 6, when on it's in trip, and before the car could be stopped, was run over. The wheel passed over his leg below the knee. He was taken to the hospital, where he remained about three months, and was then discharged.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, W. W. Patrick, president, and John G. Holmes, treasurer, of the Pittsburgh and Birmingham Passenger Railway Company, who, being duly sworn, do depose, and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed) W. W. PATRICK, *President.*
JNO. G. HOLMES, *Treasurer.*

Sworn and subscribed before me, this 17th day of December, A. D. 1879.
E. T. CASSIDY, *Notary Public.*

REPORT

OF THE

Pittsburgh, Oakland and East Liberty Passenger Railway Company, for the year ending December, 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
D. W. C. Bidwell,	President,	Pittsburgh,	\$1,500	00
Harvey N. Rowe,	Secretary,	Pittsburgh,	600	00
D. W. C. Bidwell,	Treasurer,	Pittsburgh.		
Oscar A. Tanner,	General Superintendent,	Pittsburgh,	1,200	00

General office at 143 Water street, Pittsburgh, Pa.

Names of Directors.		Residences.
William Rea,		Pittsburgh.
Simon Johnston,		Pittsburgh.
Stewart McKee,		Pittsburgh.
Wilson A. Shaw,		Pittsburgh.
Henry Lloyd,		Pittsburgh.
D. W. C. Bidwell,		Pittsburgh.
Harvey N. Rowe,		Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued, 3,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1884, bear interest at seven per per cent., which is payable January and July,) amount,	\$45,000	00
Total amount now of funded debt,	\$45,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$32,500 00		
Debt incurred for any other purpose and for what: For advances to pay accrued coupons, \$5,844 28; for supplies, (since partly paid, balance will be paid on call,) \$397 43, 6,241 71		
The amount now of floating debt,	38,741	71
Total amount now of floating and funded debt,	\$83,741	71
Funded debt as per last report, \$45,000 00		
Floating debt as per last report, 38,662 89		
	\$82,662	89

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.*	
Construction,	\$125,792	68	\$125,792	68
Equipment,	53,679	30	53,679	30
Total cost,	179,471	98	\$179,471	98

* Since last report, we have secured, by purchase and construction, part ownership in about seven eighth mile of track, the detail and cost of which have not been arranged. We have paid about \$1,200 on account.

CHARACTERISTICS OF ROAD.

Length of road laid,	6 miles.
Length of double track, including sidings,	4½ miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	27 & 43 pounds.
Number of car-houses, 1; shops, 1; stables, 1; and engine-house, 1.	
Number of depots,	2
Number of first-class passenger cars,	26

Number of passengers that may be seated in each car, . . .	18
Number of other cars : 1 dummy engine, 1 salt car, 1 snow plow, 1 snow sweeper.	
Number of horses and mules owned by the company, . . .	122
Average value of each, including harness,	\$125
Value of real estate held, exclusive of roadway,	\$38,576 67
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	6 and 10
How many miles does each horse travel daily ?	15 to 25
How is track laid, and on what foundation? On street foundation, ties and string pieces.	
Average time consumed by cars in passing over the road,	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From Market street, through Third avenue, Grant street, Fifth, Denniston, and Penn avenues to station, in East Liberty ; returning via Hiland avenue to Fifth ; thence by Fifth avenue, Grant street, Fourth avenue and Market street, to place of starting.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	69,382	August, 1879,	84,647
February, 1879,	65,457	September, 1879,	85,427
March, 1879,	76,805	October, 1879,	91,968
April, 1879,	77,001	November, 1879,	80,616
May, 1879,	89,406	December, 1879,	89,179
June, 1879,	87,357		
July, 1879,	93,782	Total,	991,027

The Rate of Fare for Passengers charged.

Single fare : 6 cents, 8 cents, 10 cents, and 12 cents. Tickets in packages of sold for 25 cents ; 16 for \$1 ; 14 for \$1 ; 12 for \$1. Children's, 25 for \$1 ; 20 for \$1.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road-bed and railway,		\$2,971	30
Repairs of building,		314	56
Taxes on real estate, including water tax,		794	61
Total,		\$4,080	47
Operating the Road.			
On account of horses,		\$1,501	70
Harness and repairs,		469	41
Repairs to cars,		1,602	98
Horse shoeing,		2,219	20
Hay and feed,		12,491	74
Office expenses, stationery, depot expenses, watchmen, switchmen, pay-roll, fluid, fuel, oil, and gas,		7,507	88
Salaries,		3,300	00
Insurance,		900	00
General expense of stable, hostlers,		6,990	71
Conductors and drivers,		17,899	04
Total,		\$54,882	06

RECEIPTS.

MONTHS.	From Pas-sengers.		Rent.		Manure.		* Other sources.		Total.	
January, 1879, . .	\$4,595	75	.	.	.	.	.	.	.	.
February, 1879, . .	4,309	11	.	.	.	.	.	.	.	.
March, 1879, . . .	5,073	02	.	.	.	.	.	.	.	.
April, 1879, . . .	5,130	78	.	.	.	.	.	.	.	.
May, 1879,	6,024	92	.	.	.	.	.	.	.	.
June, 1879,	5,916	48	.	.	.	.	.	.	.	.
July, 1879,	6,292	08	.	.	.	.	.	.	.	.
August, 1879, . . .	5,697	36	.	.	.	.	.	.	.	.
September, 1879, .	5,769	97	.	.	.	.	.	.	.	.
October, 1879, . . .	6,045	06	.	.	.	.	.	.	.	.
November, 1879, . .	5,219	30	.	.	.	.	.	.	.	.
December, 1879, . .	5,742	77	\$146	75	\$75	00	.	.	.	.
Total,	\$65,816	60	\$146	75	\$75	00	.	.	.	.

*Horses and old iron credited in respective accounts.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$58,963	13
For interest,	5,317	08
For States taxes,	748	40
Total,	\$65,028	61

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Construction,	\$125,792	68	
Equipment,	53,679	30	
Real estate,	38,576	67	
Sundry accounts,	1,610	69	
Cash in hand January 1,	2,937	49	
* Deficit,	11,144	98	
	\$233,741	81	
CR.			
Capital stock,	\$150,000	00	
Mortgage bonds, due January 1, 1884,	45,000	00	
Bills payable,	32,500	00	
Due for advances to pay accrued coupons,	5,844	28	
Due for supplies, (payable on call,)	397	53	
	\$233,741	81	

*This deficit arises from the fact that the cost price to present company was less than amount of capital stock.

STATE OF PENNSYLVANIA,) ss:
County of Allegheny,)

Personally appeared before me, D. W. C. Bidwell, president and treas-
urer of the Pittsburgh, Oakland and East Liberty Passenger Railway Com-
57 RAILROAD REPORT.

pany, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

D. W. C. BIDWELL,
President and Treasurer.

Sworn and subscribed before me, this 31st day of January, A. D. 1880.
W. M. GORMLY, *Notary Public.*

REPORT

OF THE

Pittston Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
Robert Thompson,	President,	Pittston,	None.
William Allen, . .	Secretary,	Pittston,	None.
M. W. Morris . . .	Treasurer,	Pittston,	None.

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Thompson,	Pittston.
William Allen,	Pittston.
Michael W. Morris,	Pittston.
Paul Bohan,	Pittston.
Mark McDonald,	Pittston.
Frank B. McCanna,	Pittston.
Griffith Thomas,	Pittston.
Thomas Malony,	Pittston.
Frank Brandenburg,	Pittston.

CAPITAL STOCK.

Capital stock authorized by law,	\$25,000	00
Capital stock authorized by votes of company,	25,000	00
Capital stock, amount subscribed,	20,675	00
Capital stock, paid in by last report,	18,362	50
Capital stock, total amount now paid in,	18,362	50
Capital stock, number of shares issued,	732	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

DEBT.

Funded Debt.		
First mortgage bonds, (due February 1, 1885, bear interest at seven per cent., which is payable semi-annually, February 1 and August 1,) amount,	\$5,500	00
Total amount now of funded debt,	\$5,500	00
Floating Debt		
Unfunded debt, incurred for construction, equipment, or purchase of horses, &c.,	\$1,000	00
Debt incurred for any other purpose, and for what: Interest on bonds,	192	50
Ground rent for land for stables,	45	00
The amount now of floating debt,	1,237	50
Total amount now of floating and funded debt,	\$6,737	50
Funded debt as per last report,	\$5,500	00
Floating debt as per last report,	460	00
Total cash realized from capital stock and debt,	\$25,100	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$23,850	00	\$23,850	00
Equipment,	2,400	00	2,913	75
Total cost,	\$26,250	00	\$26,763	75

CHARACTERISTICS OF ROAD.

Length of road laid,	2 miles.
Length of double track, including sidings,	1 siding.
Gauge of road,	5 ² / ₁₇ feet.
Weight of rail per yard on main track,	42 ¹ / ₂ and 25 lbs.
Number of car-houses, shops, and stables,	1
Number of first-class passenger cars,	3
Average value of each,	\$300
Number of passengers that may be seated in each car, . .	16 and 24
Number of horses and mules owned by the company, . .	4
Average value of each, including harness,	\$125
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	11
How many miles does each horse travel daily?	19
How is track laid and on what foundation? Oak stringers and tram rail cross-ties and T rail.	
Average time consumed by cars in passing over the road,	28 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Commencing at depot, at the junction of Lehigh Valley and Lackawanna and Bloomsburg railroads ; thence along and on Main street, to the old Tompkins mill pond, at the forks of the plank road and the old back road leading to Wilkes-Barre, (distance, two miles.)

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1879.*		August, 1879,	3,854
February, 1879.*		September, 1879,	3,371
March, 1879.*		October, 1879,	3,204
April, 1879,	3,881	November, 1879,	3,133
May, 1879,	3,205	December, 1879,	3,002
June, 1879,	3,116		
July, 1879,	4,666	Total,	31,43

* No return for these three months ; road leased for one half net income, and no income.

Rate of Fare for Passengers Charged.

Sing'le fare,	5 cents.
Tickets in packages of twenty-five sold for	\$1

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$124	93
Repairs of building,	12	55
Total,	\$137	47
Operating the Road.		
On account of horses,	\$25	50
Harness and repairs,	28	60
Repairs to cars,	61	64
Horse shoeing,	45	87
Hay and feed,	316	83
Office expenses, stationery, and depot expenses,	42	80
Insurance,	28	50
Watchmen, switchmen, hostlers, pay-roll,	2	75
General expense of stable,	9	25
Conductors and drivers,	317	75
Fluid, fuel, oil, and gas,	18	53
Total,	\$1,033	49

Receipts on Construction and Equipment Account during the year.

From other sources,	\$600	00
Total,	\$600	00

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
April, 1879, . . .	\$159	81	.	.	.	.	.	.	.
May, 1879, . . .	156	24	.	.	.	.	.	.	.
June, 1879, . . .	152	92	.	.	.	.	.	.	.
July, 1879, . . .	229	37	.	.	.	.	.	.	.
August, 1879, . .	188	80	.	.	.	.	.	.	.
September, 1879,	168	81	.	.	.	.	.	.	.
October, 1879, . .	158	34	.	.	.	.	.	.	.
November, 1879,	153	87	.	.	.	.	.	.	.
December, 1879, .	147	49	.	.	.	.	.	.	.
Total,	\$1,515	15	.	.	.	.	.	.	.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$1,033	49
For interest,	336	20
For new passenger cars and horses,	518	75
For municipal taxes,	2	74
Total,	\$1,886	18

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Construction account,	\$23,850	00	
Equipment account,	2,913	75	
	26,763	75	
CR.			
By capital stock,	\$18,362	50	
By mortgage bonds,	5,500	00	
By bill payable,	1,000	00	
By profit and loss,	1,901	25	
	\$26,763	75	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding 18,362 50

STATE OF PENNSYLVANIA, } ss :
County of Luzerne, }

Personally appeared before me, Robert Thompson, president, and M. W. Morris, treasurer, of the Pittston Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) ROBERT THOMPSON, *President.*
M. W. MORRIS, *Treasurer.*

Sworn and subscribed before me, this 15th day of February, A. D. 1880.
JAMES GIBBON, *J. P., Pittston borough, Pa.*

R E P O R T
OF THE
*Ridge Avenue Passenger Railway Company, for the
year ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.	
E. B. Edwards,	President,	Philadelphia, . .	\$6,000	00
John Lambert,	Vice President,	Philadelphia, . .	Nothing.	
William S. Blight, . .	Secretary and Treasurer,	Philadelphia, . .	2,500	00
William Meyers, . . .	General Superintendent,	Philadelphia, . .	*120	00

* Per month.

General office at Ridge and Susquehanna avenues, Philadelphia.	
<i>Names of Directors.</i>	<i>Residences.</i>
William S. Grant,	Philadelphia.
William T. Carter,	Philadelphia.
Henry Norris,	Philadelphia.
Charles Thomson Jones,	Philadelphia.
R. A. F. Penrose, M. D.,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$750,000	00
Capital stock, paid in by last report,	420,000	00
Capital stock, total amount now paid in,	420,000	00
Capital stock, number of shares issued, 15,000		
Capital stock, amount paid in on each share,	28	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	75	00

DEBT.

Funded Debt.			
First mortgage bonds, (due January 1, 1880, bear interest at six per cent., which is payable January and July,) amount,	\$13,900	00	
First mortgage bonds, (due January 1, 1880, bear interest at seven per cent., which is payable January and July,) amount,	44,500	00	
These bonds were paid off January 1, 1880.			
Total amount now of funded debt,	\$58,400	00	
Floating Debt.			
Total amount now of floating and funded debt,	\$58,400	00	
Funded debt as per last report,	\$58,400	00	

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$378,277	84	\$380,299	16
Lot,	50,086	45	50,086	45
Equipment,	128,400	93	129,319	43
Total cost,	\$556,764	72	\$559,705	04

CHARACTERISTICS OF ROAD.

Length of road laid,	15 miles.
Guage of road,	5 feet 1 inch.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables,	1
Number of depots,	2
Number of first-class passenger cars,	53
Average value of each,	\$400 00
Number of passengers that may be seated in each car,	20
Number of horses and mules owned by the company,	296
Average value of each, including harness,	\$60 00
Value of real estate held, exclusive of roadway, (assessed value,)	\$65,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	10
How many miles does each horse travel daily?	21
How is track laid, and on what foundation? Part white pine, part yellow; gravel and stone.	

Average time consumed by cars in passing over the road, 2½ hours.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads. From Second and Arch to Manayunk, via Ninth and Tenth streets. No exchange. Five tickets for 25 cents.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	298,067	August, 1879,	382,180
February, 1879,	267,410	September, 1879,	385,986
March, 1879,	318,942	October, 1879,	400,451
April, 1879,	349,874	November, 1879,	359,308
May, 1879,	422,237	December, 1879,	404,450
June, 1879,	407,821		
July, 1879,	407,794	Total,	4,404,020

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of five sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$5,690	00
Repairs of buildings,	449	82
Taxes on real estate and cars,	7,141	43
Total,	\$13,281	25
Operating the Road.		
On account of horses,	\$6,479	75
Harness and repairs,	1,381	92
Repairs to cars,	7,726	92
Horse shoeing,	4,723	34
Hay and feed,	42,851	74
Expense account,	12,097	46
Insurance,	855	75
Running expenses,	61,831	08
Damage for injury of persons,	710	46
Total,	\$138,658	42

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879, .	\$16,610	61	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
February, 1879, .	14,745	21	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
March, 1879, . .	17,502	54	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
April, 1879, . . .	17,222	98	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
May, 1879,	22,874	35	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
June, 1879,	22,459	19	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
July, 1879,	22,085	59	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
August, 1879, . . .	20,792	18	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
September, 1879, .	21,127	21	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
October, 1879, . . .	21,817	10	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
November, 1879, . .	19,666	71	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
December, 1879, . .	22,147	43	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$241,051	11	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	\$241,051 11

SUMMARY OF PAYMENTS.

For construction,	\$2,940	32
For maintaining the road or real estate of the corporation, and oper- ating the road,	155,932	40
For interest,	3,849	80
For dividends,	75,000	00
For municipal and State taxes,	7,141	43
Total,	\$244,863	95

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction,		\$380,299	16
Dauphin street lot,		50,086	45
New depot,		129,319	48
Philadelphia Trust Company, (for payment of bonds due January 1, 1880,)		58,400	09
Cash,		31,521	25
		\$649,626	29
CR.			
Capital stock,		\$420,000	00
Bonds, (paid off January 1, 1880,)		58,400	00
Profit and loss,		171,226	29
		\$649,626	29

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, E. B. Edwards, president, and William S. Blight, treasurer, of the Ridge Avenue Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

E. B. EDWARDS, *President.*

WILLIAM S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this 15th day of January, A. D. 1880.

J. R. MASSEY, *Notary Public.*

REPORT

OF THE

Reading City Passenger Railway Company, for the
year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
B. F. Owen.	President,	517 Court street.		
James L. Douglas,	Vice President,	211 S. Fifth street.		
Henry A. Muhlenberg,	Secretary and Treasury,	200 N. Fourth street, office 532 Washing- ton street,	\$100	00
John A. Rigg,	General Superintendent,	1023 N. Sixth street.	600	00

Names of Directors.

Residences.

B. F. Owen,	House 545 Center avenue.
James L. Douglas,	No. 211 S. Fifth street.
Henry A. Muhlenberg,	No. 200 N. Fourth street.
William A. Medlar,	No. 215 N. Sixth street.
Henry Hartman,	No. 53, S. Sixth street.
John McKnight,	No. 225 Penn street.
Albert Thalheimer,	No. 135 N. Eighth street.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	50,000	00
Capital stock, amount subscribed,	41,550	00
Capital stock paid in by last report,	41,550	00
Capital stock, total amount now paid in,	41,550	00
Capital stock, number of shares issued,	831	00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	25	00

DEBT.

Floating Debt.		
The company on December 31, 1879, had only about \$200 of floating debt due and payable January 1, 1880.		
Total amount now of floating debt,	\$200	00
Floating debt as per last report,	\$187	07

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$30,244	75	\$30,244	75
Equipment,	16,978	39	16,978	39
Total cost,	\$47,223	14	\$47,223	14

CHARACTERISTICS OF ROAD.

Length of road laid,	2½ miles.
Length of double track, including sidings, no double track, sidings every two squares.	
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables: 1 stable and 1 car-house.	
Number of depots: 1 depot and 1 car-house.	
Number of first-class passenger cars,	10
Average value of each: cost, per car, \$800 00; value per car,	\$400 00 .
Number of passengers that may be seated in each car, . .	From 20 to 24

Number of other cars, repair truck,	30
Number of horses and mules owned by the company: 25 horses and 1 mule.	
Average value of each, including harness, about	\$100 00
Value of real estate held, exclusive of road way,	\$1,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	14
How many miles does each horse travel daily?	35
How is track laid, and on what foundation? Track is laid on limestone spalls, with pine timber for cross-pieces.	
Average time consumed by cars in passing over the road,	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: The road begins at the corner of Fourth and Robison streets, thence runs to Sixth and Robison streets, thence runs down Sixth to Canal street. The road has attached to it, as part of the railway, a branch extending from Sixth street to the depot of the Philadelphia and Reading railroad, in the city of Reading.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	9,845	August, 1879,	20,913
February, 1879,	8,884	September, 1879,	18,821
March, 1879,	9,919	October, 1879,	19,393
April, 1879,	12,360	November, 1879,	14,595
May, 1879,	20,224	December, 1879,	15,637
June, 1879,	18,113		
July, 1879,	22,190	Total,	190,894

Rate of Fare for Passengers Charged.

Single fare,	5 cents.
Tickets in packages of five sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$232	78
Repairs of building and cars,	273	07
Taxes on real estate: City and county taxes, \$69 78; tax on gross receipts, 1877 and 1878, and to June 30, 1879, \$228 84; tax on capital stock of company, paid Hon. A. C. Noyes, State Treasurer, for 1874, 1875, 1876, 1877, 1878, \$552 13,	848	75
Total,	\$1,354	60
Operating the Road.		
On account of horses,	1,169	40
Harness and repairs,	255	29
Horse-shoeing,	232	72
Hay and feed,	1,991	65
Office expenses, stationery, depot expenses, and miscellaneous, . . .	241	79
Salaries,	675	00
Insurance,	123	62
Pay-rolls, of all men employed upon the road for 1879,	3,359	49
All other expenses,	46	13
Fluid, fuel, oil, and gas,	1,306	35
Total,	\$10,756	14

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
December, 1878,*	\$414	05	.	.	.	.	.	.	\$414 05
January, 1879, .	521	53	.	.	.	.	.	.	521 53
February, 1879, .	489	39	.	.	.	.	.	.	489 39
March, 1879, . .	522	44	.	.	.	.	\$630 60		1,153 04
April, 1879, . . .	645	33	.	.	.	.	30 00		675 38
May, 1879, . . .	1,127	72	.	.	.	.	.	.	1,127 72
June, 1879, . . .	925	41	.	.	.	.	35 00		960 41
July, 1879, . . .	1,145	34	.	.	.	.	.	.	1,145 34
August, 1879, . .	1,133	95	.	.	.	.	.	.	1,133 95
September, 1879,	1,103	01	.	.	.	.	.	.	1,108 01
October, 1879, . .	1,102	04	.	.	.	.	.	.	1,102 04
November, 1879,	940	30	.	.	.	.	16 58		956 88
December, 1879,	1,011	82	.	.	.	.	.	.	1,011 82
Total, . . .	\$11,092	38	.	.	.	.	\$712 18		\$11,804 56

* Balance from 1878.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$8,496	20
For new horses,	1,169	40
For miscellaneous,	241	79
For municipal taxes,	69	78
For State taxes,	778	97
Total,	\$10,756	14
Total amount of surplus fund,	\$1,048	42

GENERAL BALANCE SHEET JANUARY 1, 1880.—

DR.			
Construction account,	\$30,244	75	
Equipment account,	16,978	38	
Real estate: One acre of ground, in the northern part of the city of Reading, bought for the purpose of erecting the permanent stables of the company,	1,000	00	
Total,	\$48,223	31	
The materials on hand, consists principally of supplies for the stable. During the year 1879, there was expended for hardware, \$417 50; lumber, \$191 48; railway supplies, \$255 39; and horses, \$1,169 40; and repairs and renewal account, \$232 78; total,	2,266	26	
The amount owed to the company on January 1, 1880, was trifling.	1,048	42	
Surplus fund December 31, 1879,			
Total,	\$51,537	99	
CR.			
Capital stock, 831 shares, at \$50 per share,	\$41,550	00	
There is no longer any funded debt resting upon the company. The unfunded debt incurred for construction, equipment, or purchase of property, has all been paid off. The only floating debt owed by the company, due and payable January 1, 1880, consisted of about \$200, incurred mostly for operating expenses during the month of December, 1879.			

The floating debt on December 31, 1878, less cash in hands of the treasurer, was \$187 07.		
There were no unclaimed dividends due and unpaid on December 31, 1879.		
The capital stock is now worth from \$25 to \$30 per share, and there is, therefore, no premium account connected with the same		
The surplus fund on December 31, 1879, was \$1,048 42; the balance at that date in the hands of the treasurer, from and out of which, on January 7, 1880, a dividend of five per cent., (\$1 per share,) making \$831 00 was declared, and has since that date been paid,	\$1,048	42
The difference between the cost of the road: Construction, \$30,244 75; equipment, \$16,978 38; surplus December 31, 1879, \$1,048 42; total, \$49,271 73; and supplies, \$2,266 26; total, \$51,537 99; and amount paid on capital stock, \$41,550 00; and balance, \$1,048 42; total, \$42,598 42,	2,266	26
Adding supplies bought as per other page, as the difference was all paid in cash from the earnings of the company in 1876, 1877, and 1878, can fairly be credited to profit and loss account,	6,673	31
	\$51,537	99

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 831 shares, at \$50 per share, making, \$41,550 00

Rate and date of all cash dividends on stock of original and consolidated companies: There had been no cash dividend paid on the stock of the company up to December 31, 1879. A cash dividend of two per cent. was declared on the capital stock of the company on January 7, 1880, payable on and after January 13, 1880. This dividend, amounting to \$831 00, has been almost entirely paid by this date, January 31, 1880.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	1	. . . . .	1

Statement of each Accident.

There has been no accident on the line of the road during the year 1879. The wagon used by the company to haul spalls, to keep the track in repair, ran over a child on Bingaman street, that had been allowed by its parents to play in the street, on . . . day of June, A. D. 1879. The name of the child was Emily Wasley; the child was injured across the back and spine, but has nearly recovered; the attending physician says the child will ultimately recover. No money was paid by the company on account of the child's injuries, as the parents considered themselves responsible, by their negligence, for the accident.

STATE OF PENNSYLVANIA,)
County of Berks, } ss:
Personally appeared before me, B. F. Owen, president, and Henry A. Munlenberg, secretary and treasurer, of the Reading City Passenger Rail-

way Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

B. F. OWEN, *President.*
HENRY A. MUHLENBERG,
Secretary and Treasurer.

Sworn and subscribed before me, this 31st day of January, A. D. 1880.
T. O. YARINGTON, Jr., *Notary Public.*

REPORT

OF THE

Schuylkill River Passenger Railway Company, for the
year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
Oliver Hopinson, . . .	President,	1424 Spruce street, .	None.
J. Crawford Dawes, .	Secretary,	1225 Monterey street,	None.

General office at Thirty-sixth street and Gray's Ferry Road.	
<i>Names of Directors.</i>	<i>Residences.</i>
Thomas R. Woodhonse,	No. 1111 Walnut street.
Matthew Brooks,	No. 703 Corinthian avenue.
William Penn Chandler,	No. 2210 Spruce street.
J. Hicks Conrad,	No. 314 ¹ / ₂ Walnut street.
Edgar E. Petit,	No. 138 South Sixth street.
Samuel W. Woodhouse,	No. 2016 North Twenty-second street.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock, paid in by last report,	50,000	00
Capital stock, total amount now paid in,	50,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

COST OF ROAD AND EQUIPMENT.

Construction : By last report, \$47,463 54 ; by present report, \$47,463 54.

CHARACTERISTICS OF ROAD.

Length of road laid, 3⁵⁸⁶/₈₈₀ miles.

Length of double track, including sidings, $\frac{3}{8}$ of a mile.
Gauge of road, 5 feet 2 inches.
Weight of rail per yard on main track, 44 pounds.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From the old depot of the Philadelphia and Gray's Ferry Railway Company at Twenty-third and Spruce streets ; along Twenty-third street to Callowhill ; thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount park, at foot of Green street ; returning via Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third Walnut, and Twenty-second to Spruce.

RECEIPTS.

The Schuylkill River passenger railway is operated by the Philadelphia and Gray's Ferry Passenger Railway Company, under the terms of a lease for ninety-nine years, from December 29, 1866. The report of receipts and expenditures will, therefore, be included in the report of the lessees.

Provided also in the terms of the lease, a condition for the conversion of the stock into the stock of the company " lessees," which has been done, with the exception of one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum consideration.

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Road and equipments,		\$47,463	54
Balance of cash paid over to the Philadelphia and Grays' Ferry Com- pany at time of lease,		2,536	46
		\$50,000	00
CR.			
Capital stock,		\$50,000	00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Oliver Hopkinson, president, and J. Crawford Dawes, secretary, of the Schuylkill River Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending 31st December, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

O. HOPKINSON, *President.*
J. CRAWFORD DAWES, *Secretary.*

Sworn and subscribed before me, this 20th day of January, A. D. 1880.
JAMES P. PETIT, *Notary Public.*

R E P O R T
OF THE
Second and Third Streets Passenger Railway Company,
for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Alexander M. Fox, . .	President,	1415 N. Broad street, .	\$5,000	00
George W. Thorn, . .	Solicitor,	613 Vine street,	300	00
Charles D. Matlack, .	Secretary,	703 N. Eighth street, .	2,250	00
E. Mitchell Cornell, .	Treasurer,	809 N. Eighth street, .	3,000	00
John W. Young, . . .	Superintendent, . .	2453 Frankford ave., .	875	00
Charles C. Winnemore,	Superintendent, . .	2453 Frankford ave., .	1,026	66
Samuel H. Weir, . . .	Superintendent, . .	2453 Frankford ave., .	1,263	75

General office at 2453 Frankford avenue.

<i>Names of Directors.</i>	<i>Residences.</i>
Israel Peterson,	Philadelphia.
Benjamin F. Huddy,	Philadelphia.
William Anspach,	Philadelphia.
Andrew J. Holman,	Philadelphia.
William Eisenbrey,	Philadelphia.
M. Hall Stanton,	Philadelphia.
Edwin T. Eisenbrey,	Philadelphia.
James Simpson,	Philadelphia.
Alexander L. Crawford,	Philadelphia.
Joseph R. Whitaker,	Philadelphia.
James McManes,	Philadelphia.
James A. Freeman,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,060,200	00
Capital stock authorized by votes of company,	1,060,200	00
Capital stock, amount subscribed,	1,060,200	00
Capital stock, amount paid in by last report,	771,076	25
Capital stock, total amount now paid in,	771,076	25
Capital stock, number of shares issued,	21,204	
Capital stock, amount paid in on each share, about,	40	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	80	00

DEBT.

Funded debt, as per last report, \$9,800 00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Total cost,	\$849,737	36	\$859,555	50

CHARACTERISTICS OF ROAD.

Length of road laid,	37 miles.
Length of double track, including sidings,	4 miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	43 to 55 pounds.
Number of car-houses, shops, and stables,	7
Number of depots,	2
Number of first-class passenger cars,	100
Average value of each,	\$600 00
Number of second-class passenger cars,	9
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	22
Number of other cars,	11
Number of horses and mules owned by the company,	626
Average value of each, including harness,	\$65 00
Value of real estate held, exclusive of roadway,	\$100,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	628
How many miles does each horse travel daily?	21
How is track laid, and on what foundation?	Wooden stringers, tram rail, gravel foundation.

Average time consumed by cars in passing over the road, 2 hours.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commence at Harrison street, Frankford, on Frankford road, thence along said road to Jefferson street, along Jefferson street to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown road, along Germantown road to Oxford, along Oxford to Front, along Front to Amber, along Amber to the depot, on the Frankford road, near Lehigh avenue, thence along the Frankford and Bristol turnpike to Mill street, along Mill street to Paul, along Paul street to the said turnpike road, thence along the said pike to the place of beginning; also, commencing on Bridge street, in Bridesburg, thence along Bridge street to Richmond street, along Richmond street to the Frankford road, along Frankford road to Maiden street, along Maiden street to Delaware avenue, along Delaware avenue to Fairmount avenue along Fairmount

avenue to Second street, along Second to Dock, along Dock to Third, along Third to Brown, along Brown to Beach, along Beach to Manderson, along Manderson to the Frankford road, along Frankford road to Girard avenue, along Girard avenue to Norris street, along Norris to Richmond, along Richmond street to Lehigh avenue, along Lehigh avenue to the depot, on the south side of Lehigh avenue; also, a branch commencing at Richmond street and Frankford road, along Richmond to Front, along Front to Laurel, along Laurel to New Market, along New Market to Vine, along Vine to Front, along Front to Chestnut; also, a branch commencing at Huntingdon street and Frankford road, along Huntingdon to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown road; also, on Third street, commencing at Oxford street, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond street; also, on Second street, from York to Lehigh avenue; also, on Berks street, from Second to Third street.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	619,745	August, 1879,	794,581
February, 1879,	566,590	September, 1879,	772,853
March, 1879,	662,211	October, 1879,	769,216
April, 1879,	696,789	November, 1879,	714,106
May, 1879,	758,505	December, 1879,	765,862
June, 1879,	745,313		
July, 1879,	773,587	Total,	8,639,358

Rate of fare for Passengers charged.

Single fare,	6, 4½, and 4 cts.
Tickets in packages of four sold for,	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$11,603	39
Repairs of building,	1,231	90
Taxes on real estate,	2,215	25
Total,	\$15,050	54
Operating the Road.		
On account of horses,	\$9,618	50
Harness and repairs,	2,544	77
Repairs to cars,	14,327	32
Horse shoeing,	8,382	57
Hay and feed,	46,893	23
Straw,	2,827	64
Office expenses, stationery, depot, and miscellaneous expenses,	10,046	15
Salaries,	13,715	41
Insurance,	1,680	00
Watchmen, switchmen, hostlers, pay-roll,	41,929	41
General expense of stable,	1,860	24
Conductors, drivers, and receivers,	118,798	49
Fluid, fuel, oil, and gas,	2,043	19
Damage for injury of persons,	1,170	75
Total,	\$275,837	67

RECEIPTS.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, .	\$34,737	89	.	.	\$466	25	.	.	.	.
February, 1879, .	31,758	02	.	.	466	25	\$600	00	.	.
March, 1879, . .	37,229	40	.	.	494	42	.	.	.	.
April, 1879, . . .	39,191	36	.	.	414	59	.	.	.	.
May, 1879, . . .	42,631	27	.	.	415	11	.	.	.	.
June, 1879, . . .	41,710	92	.	.	418	30	.	.	.	.
July, 1879, . . .	43,848	86	.	.	418	18	1,500	00	.	.
August, 1879, . .	44,576	52	.	.	417	92	.	.	.	.
September, 1879, .	43,322	79	.	.	464	18	.	.	.	.
October, 1879, . .	43,167	86	.	.	512	93	.	.	.	.
November, 1879, .	40,076	01	.	.	423	27	.	.	.	.
December, 1879, .	43,024	98	.	.	423	47	.	.	.	.
Total,	\$484,775	88	.	.	\$5,334	82	\$2,100	00	\$492,210	70

SUMMARY OF PAYMENTS.

For construction,	\$9,818	14
For maintaining the road or real estate of the corporation, and operat-ing the road,	290,888	21
For interest,	686	00
For dividends,	105,665	25
For payments to loan account,	9,800	00
For miscellaneous,	2,625	32
For municipal taxes,	8,285	40
For State taxes,	9,184	38
Total,	\$486,952	70

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Construction,	\$859,555	50	
Supplies,	25,249	70	
Individual ledger balances, (collectible,)	2,759	69	
Appropriated to construction,	10,735	23	
Cash,	75,060	55	
	\$973,360	67	
CR.			
Capital stock,	\$771,076	25	
Blanket money,	217	50	
Unpaid dividends,	1,520	50	
Earnings appropriated to construction,	175,296	72	
Earnings appropriated to supplies,	25,249	70	
	\$973,360	67	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,060,200 00

Rate and date of all cash dividends on stock of original and consolidated companies : January 13, two and one half per cent. ; April 9, two and one half per cent. ; July 2, two and one half per cent. ; October 1, two and one half per cent.

ACCIDENTS.

Two children killed by running under the cars.
Injury to other persons was of slight nature.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Alexander M. Fox, president, and E. Mitchell Cornell, treasurer of the Second and Third Street Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) ALEXANDER M. FOX, *President.*
E. MITCHELL CORNELL, *Treasurer.*

Sworn and affirmed and subscribed before me, this 31st day of January, A. D. 1880.

J. GORDON SHOWAKER, *Notary Public.*

REPORT

OF THE

Seventeenth and Nineteenth Streets Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
M. S. Quay,	President,	Philadelphia,	None.
John B. Peddle, . .	Secretary and Treasurer,	1523 Oxford street, .	None.
Jacob C. Petty, . .	General Superintendent,	2110 N. Twentieth st.,	None.

General office at Twenty-third and Brown streets, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
B. F. Hart,	Philadelphia.
John L. Hill,	Philadelphia.
T. J. Smith,	Philadelphia.
Joseph B. Altenus,	Philadelphia.
G. W. Elkins,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock paid in at last report, supposed to be,	250,000	00
Capital stock, total amount now paid in, supposed to be,	250,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share, supposed to be,	25	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	60	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July, 1906, bear interest at seven per cent., which is payable January 1 and July 1,) amount,	\$100,000	00
Mortgage on real estate, depot property, Seventeenth and Berks streets, (due, bear interest at six per cent., which is payable January 1 and July 1,) amount,	28,500	00
Mortgage on real estate, depot property, Seventeenth and Berks streets, (due, bear interest at six per cent., which is payable January and July,) amount,	6,000	00
Total amount now of funded debt,	\$134,500	00
Funded debt as per last report, \$99,500 00		
Floating debt as per last report, 11,680 00		
Total cash realized from capital stock and debt,	\$384,500	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$156,199	61	\$162,024	60
Equipment,	67,222	00	67,222	00
Total cost,	\$223,421	61	\$229,246	60

CHARACTERISTICS OF ROAD.

Length of road laid, 7½ miles.
Gauge of road, 5 feet 2 inches.
Weight of rail per yard on main track, 43 to 55 lbs.

Leased to the Continental Passenger Railway Company, and included in their report.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads. Seventeenth street to Reed, to Nineteenth, to Norris, to Seventeenth, to Berks street.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	192,374	May, 1879,	217,868
February, 1879,	174,226	June, 1879,	200,785
March, 1879,	194,298		
April, 1879,	206,041	Total,	1,185,592

Rate of Fare for Passengers Charged.

Single fare, 6 cents ; children,	4 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway,		\$2,086	94
Repairs of building,		499	69
Taxes on real estate,		6,152	99
Total,		\$8,729	62
Operating the Road.			
On account of horses,		\$3,681	50
Harness and repairs,		660	35
Repairs to cars,		2,815	90
Horse shoeing,		3,411	58
Hay and feed,		13,244	67
Office expenses, stationery, and depot expenses,		3,847	67
Salaries,		1,500	00
Watchmen, switchmen, hostlers, pay-roll, and stable expenses,		7,257	90
Conductors and drivers,		25,623	25
Fluid, fuel, oil, and gas,		933	47
Damage for injury of persons,		75	00
Total,		\$63,051	29

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.	Manure.		Other sources.	Total.
January, 1879,	\$10,200	73	. . . . .	\$228	00	. . . . .	\$10,428 73
February, 1879,	9,194	45	. . . . .	225	50	. . . . .	9,419 95
March, 1879,	10,255	31	. . . . .	229	00	. . . . .	10,484 31
April, 1879,	10,803	55	. . . . .	234	66	. . . . .	11,038 21
May, 1879,	11,372	08	. . . . .	232	66	. . . . .	11,604 69
June, 1879,	10,263	64	. . . . .	231	33	. . . . .	10,494 97
Total,	\$62,089	71	. . . . .	\$1,381	15	. . . . .	\$63,470 86

Leased to Continental Passenger Railway Company, July, 1879.

SUMMARY OF PAYMENTS.

For construction,	\$5,822	99
For maintaining the road or real estate of the corporation, and oper- ating the road,	12,551	94
For interest,	7,252	94
For dividends,	20,000	00
For payments to loan account,	11,680	00
For municipal and State taxes,	6,152	99
Total,	\$63,470	86

GENERAL BALANCE SHEET, JANUARY 1st, 187-.

DR.			
Construction, equipment, real estate, &c.,		\$384,500	00
CR.			
Capital stock,		\$250,000	00
Bonds,		100,000	00
Mortgages,		34,500	00
		\$384,500	00

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	.....

Statement of each Accident.

One person slightly injured ; name unknown.

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss :

Personally appeared before me, M. S. Quay, president, and J. B. Peddle, treasurer, of the Seventeenth and Nineteenth Streets Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) M. S. QUAY, *President.*
J. B. PEDDLE, *Treasurer.*

Sworn and subscribed before me this 30th day of January, A. D. 1880.
THOMAS J. POWERS, *Notary Public.*

R E P O R T
OF THE
*South Side Passenger Railway Company, for the year
ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
D. Z. Brickell,	President,	Pittsburgh,	None.
D. J. Thomas,	Secretary and Treasurer, .	Pittsburgh,	None.
D. J. Duncan,	General Superintendent, .	Pittsburgh,	\$780 00

<i>Names of Directors.</i>	<i>Residences.</i>
D. Z. Brickell,	Pittsburgh.
D. J. Thomas,	Pittsburgh.
John Adams,	Pittsburgh.
William Doyle,	Pittsburgh.
W. H. Hammett,	Pittsburgh.
John Nusser,	Pittsburgh.
W. T. Wallace,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$65,000	00
Capital stock, amount subscribed,	41,050	00
Capital stock paid in by last report,	41,050	00
Capital stock, total amount now paid in,	41,050	00
Capital stock, number of shares issued,	821	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	1	00

DEBT.

Funded Debt.			
First mortgage bonds, (purchase money mortgage, bear interest at . . . per cent., which is payable semi-annually,) amount,		\$1,417	17
Second mortgage bonds, (due 1890, bear interest at seven per cent., which is payable May and November,) amount,		23,000	00
Total amount now of funded debt,		\$24,417	17
Floating Debt.			
Debt incurred for any other purpose, and for what: Interest, \$5,764 44, due on bonds December 31, 1879; bills payable,		848	58
Total amount now of floating and funded debt,		\$25,265	75
Funded debt as per last report,	\$16,948 00		
Floating debt as per last report,	439 79		

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$51,384	06	\$51,384	06
Equipment,	30,467	07	30,467	07
Total cost,	\$81,851	13	\$81,851	13

CHARACTERISTICS OF ROAD.

Length of road laid,	3 miles.
Length of double track, including sidings: All double track.	
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	27 and 38 lbs.
Number of car-houses, shops, and stables,	1 of each.
Number of depots,	1
Number of first-class passenger cars,	2
Average value of each,	\$450 00
Number of second-class passenger cars,	14
Average value of each,	\$100 00
Number of passengers that may be seated in each car, . .	20 and 14
Number of horses and mules owned by the company, . .	79
Average value of each, including harness,	\$50 00
Value of real estate held, exclusive of roadway,	\$10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day,	11
How many miles does each horse travel daily?	18 and 24
Average time consumed by cars in passing over the road, .	37 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Down Sarah to Seventeenth; thence to Washington; down Washington to Tenth; down Tenth to bridge over Monongahela; cross bridge to Second avenue; down Second avenue to Grant street; up Grant to Fourth avenue, connecting with Central passenger railway, down Fourth avenue to Market street.

Monthly statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	32,055	August, 1879,	39,663
February, 1879,	29,195	September, 1879,	40,196
March, 1879,	33,599	October, 1879,	45,629
April, 1879,	35,314	November, 1879,	41,028
May, 1879,	41,714	December, 1879,	46,162
June, 1879,	38,182		
July, 1879,	40,330	Total,	463,067

Rate of Fare for Passengers Charged.

Single fare, 5 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$2,452	96
Taxes on real estate,	48	04
Total,	\$2,501	02
Operating the Road.		
On account of horses,	\$2,035	00
Harness and repairs,	260	42
Repairs to cars,	1,497	59
Horse shoeing,	1,136	40
Hay and feed,	5,836	74
Office expenses, stationery, and depot expenses,	500	00
Salaries,	1,229	27
Insurance,	114	00
Watchmen, switchmen, hostlers, pay-roll,	2,796	06
General expense of stable,	882	20
Conductors and drivers,	6,078	91
Fluid, fuel, oil, and gas,	53	08
Total,	\$21,921	67

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.	Total.
January, 1879,	\$1,602	79	. . . . .	. . . . .	\$4	00	. . . . .	\$1,606 79
February, 1879,	1,459	75	. . . . .	. . . . .	9	25	. . . . .	1,469 00
March, 1879,	1,679	98	. . . . .	. . . . .	. . . . .	75	. . . . .	1,680 73
April, 1879,	1,765	74	\$5	70	8	00	. . . . .	1,779 44
May, 1879,	2,085	70	6	50	8	00	. . . . .	2,100 20
June, 1879,	1,909	11	. . . . .	. . . . .	10	25	. . . . .	1,919 36
July, 1879,	2,016	53	6	50	2	25	. . . . .	2,025 28
August, 1879,	1,983	16	10	50	. . . . .	. . . . .	. . . . .	1,993 66
September, 1879,	2,009	84	10	50	3	25	. . . . .	2,023 59
October 1879,	2,281	45	6	50	4	60	. . . . .	2,292 55
November, 1879,	2,051	44	6	50	. . . . .	. . . . .	. . . . .	2,057 94
December, 1879,	2,308	10	10	00	13	33	. . . . .	2,331 43
Total,	\$23,279	97	\$62	70	\$63	68	. . . . .	\$23,279 97

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$23,821	69
For interest, purchase money mortgage,	113	36
For municipal taxes,	278	28
For State taxes,	87	16
Total,	\$24,300	49

STATE OF PENNSYLVANIA, }
City of Pittsburgh, } ss :

Personally appeared before me, D. Z. Brickell, president, and D. J. Thomas, treasurer, of the South Side Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31st, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

D. Z. BRICKELL, *President.*
D. J. THOMAS, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1880.
AUGUST FLACH,
Alderman.

REPORT
OF THE
Stroudsburg Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
Jackson Lantz, . .	President,	Stroudsburg,	None.
Thomas A. Bell, .	Secretary and Treasurer, .	Stroudsburg,	None.

General office at Stroudsburg, Pa.
Names of Directors.

	<i>Residences.</i>
J. Lantz,	Stroudsburg.
Thomas A. Bell,	Stroudsburg.
P. S. Postens,	Stroudsburg.
J. Hauser,	Stroudsburg.
S. Fetherman,	Stroudsburg.

CAPITAL STOCK.

Capital stock authorized by law,	\$20,000	00
Capital stock authorized by votes of company,	5,600	00
Capital stock, amount subscribed,	25,600	00
Capital stock paid in by last report,	25,600	00
Capital stock, total amount now paid in,	25,600	00
Capital stock, number of shares issued, 1,024		
Capital, stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	25	00

DEBT.

Total amount now of floating debt, \$259 27

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$15,083	97	\$15,033	97
Equipment,	9,090	87	9,090	87
Total cost,	\$24,124	84	\$24,124	84

CHARACTERISTICS OF ROAD.

Length of road laid, 1½ miles.
Length of double track, including sidings, 1½ miles.
Gauge of road, 4 feet 8½ inches.
Weight of rail per yard on main track, 28 pounds.
Number of car-houses, shops, and stables, 1
Number of depots, 1
Number of first-class passenger cars, 1
Average value of each, \$1,000 00
Number of second-class passenger cars, 1
Average value of each, \$500 00
Number of passengers that may be seated in each car, 24 and 36
Number of horses and mules owned by the company, 6
Average value of each, including harness, \$125 00
Value of real estate held, exclusive of roadway, \$3,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, 3,000 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hours,) 6
Number of trips each day, 5
How many miles does each horse travel daily? 15
How is track laid and on what foundation? Ties.
Average time consumed by cars in passing over the road, 15 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Through Main street, in Stroudsburg and East Stroudsburg, to the depot of the Delaware, Lackawanna and Western railroad.

Rate of fare for Passengers Charged.

Single fare, 7 cents.
Tickets in packages of five sold for, 25 cents.

Operated under lease by Jacob Hauser, he paying all expenses, taxes, &c., and a rental of \$1,800 per annum.

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction,		\$15,033	97
Real estate,		4,125	18
Rolling stock,		4,965	69
Permanent improvement account,		986	90
Debts due the company,		575	29
Profit and loss account,		286	74
		\$25,923	77
CR.			
Capital stock,		\$25,600	00
Debts owing,		259	27
Unpaid dividends,		64	50
		\$25,923	77

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$25,600 00
Rate and date of all cash dividends on stock of original and consolidated companies : June 30, 3½ per cent. ; December 31, 3½ per cent.

STATE OF PENNSYLVANIA, } ss:
County of Monroe, }

Personally appeared before me, Jackson Lantz, president, and Thomas A. Bell, treasurer, of the Stroudsburg Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) JACKSON LANTZ, *President.*
THOMAS A. BELL, *Treasurer.*

Sworn and subscribed before me, this 13th day of January, A. D. 1880.
EDWIN A. BELL, *Notary Public.*

REPORT
OF THE
Thirteenth and Fifteenth Streets Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Thomas W. Ackley, . .	President,	Philadelphia, . . .	\$1,800	00
D. Boyer Brown, . .	Secretary, Treasurer, .	Philadelphia, . . .	1,200	00
William P. Cooper, .	Gen'l Superintendent,	Philadelphia, . . .	1,200	00

Names of Directors.		Residences.
S. J. Megargee,		Philadelphia.
Henry L. Hornberger,		Philadelphia.
Robert Cresswell,		Philadelphia.
Benjamin S. Kunkel,		Philadelphia.
D. P. Leas,		Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock paid in by last report,	334,529	44
Capital stock, total amount now paid in,	334,529	44
Capital stock, number of shares issued,	20,000	
Capital stock, amount paid in on each share,	16	75
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	60	00

DEBT.

Funded Debt.		
First mortgage bonds, (due October 1, 1903, bear interest at seven per cent., which is payable April 1 and October 1,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Funded debt as per last report,	\$100,000	00

COST OF ROAD AND EQUIPMENT.

Construction and equipment: By last report, \$324,544 38; by present report, \$335,848 75.

CHARACTERISTICS OF ROAD.

Length of road laid,	12 miles.
Length of double track, including sidings,	$\frac{3}{4}$ of a mile.

Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables, each,	2
Number of depots,	2
Number of first-class passenger cars,	32
Average value of each,	\$600 00
Number of second-class passenger cars,	16
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	20
Number of other cars: 15 one-horse cars, and 4 others,	19
Number of horses and mules owned by the company,	408
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway, (assessed about,)	105,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5½
Number of trips each day,	499
How many miles does each horse travel daily?	21
How is track laid, and on what foundation? Pine cross-ties and stringers, on gravel.	

Average time consumed by cars in passing over the road, 1 h. 20 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: On Fifteenth street, from Carpenter to Columbia avenue; on Thirteenth, from Cumberland to Carpenter street; on Master street, from Fifteenth to Ridge avenue; on Ridge avenue, to Columbia avenue; on Columbia avenue, to Thirteenth street; on North Broad street, from Columbia avenue to Germantown avenue; single tracks, with turn-outs, from Cumberland street to Germantown avenue; on Dauphin street, from Broad to Thirteenth street; on Cumberland, from Thirteenth to Fifteenth street; on Thirteenth street, from Cumberland to Carpenter; on Locust street, from Thirteenth to Fifteenth; on South Broad street, double track from Carpenter to Reed street; single track, with turn-outs, on Reed to Thirteenth; on Thirteenth to Jackson; on Jackson to Broad; on Broad to Reed.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	344,458	August, 1879,	330,778
February, 1879,	322,156	September, 1879,	438,348
March, 1879,	373,312	October, 1879,	497,679
April, 1879,	409,942	November, 1879,	450,559
May, 1879,	422,794	December, 1879,	485,112
June, 1879,	401,482		
July, 1879,	360,874	Total,	4,837,494

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$5,798	57
Repairs of building,	766	70
Taxes on real estate,	2,066	43
Total,	\$8,631	70
Operating the Road.		
On account of horses,	\$14,643	75
Harness and repairs,	1,923	31
Repairs to cars,	12,116	28
Horse shoeing,	5,862	64
Hay and feed,	30,713	80
Office expenses, stationery, and depot expenses,	33,297	41
Salaries,	4,200	00
Insurance,	471	49
Watchmen, switchmen, hostlers, pay-roll, general expense of stable: Included in depot expenses.		
Conductors and drivers,	58,155	80
Fluid, fuel, oil, and gas: Included in depot expenses.		
Damage for injury of persons,	862	62
Total,	\$162,247	10

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879, . .	\$19,081	25	.	.	\$338	24	.	.	.
February, 1879, .	17,842	90	.	.	126	00	.	.	.
March, 1879, . .	20,684	05	.	.	.	.	.	.	.
April, 1879, . . .	22,719	95	.	.	376	14	.	.	.
May, 1879,	23,433	14	.	.	169	00	.	.	.
June, 1879, . . .	22,249	72	.	.	122	66	.	.	.
July, 1879,	19,993	78	.	.	440	77	.	.	.
August, 1879, . .	18,321	00	.	.	.	.	.	.	.
September, 1879,	23,186	08	.	.	256	00	.	.	.
October, 1879, . .	26,140	88	.	.	481	07	.	.	.
November, 1879,	23,660	92	.	.	137	33	.	.	.
December, 1879, .	25,606	07	\$1,062	13	392	65	.	.	.
Total,	\$262,919	74	\$1,062	13	\$2,839	86	.	.	\$266,821 73

SUMMARY OF PAYMENTS.

For construction,	\$11,304	37
For maintaining the road or real estate of the corporation, and opera- ting the road,	170,878	80
For interest,	7,941	99
For dividends,	70,000	00
For miscellaneous,	333	34
For municipal taxes,	2,015	50
State taxes,	5,530	93
Total,	\$268,004	93

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.		
Construction, equipment, and real estate,	\$425,092	92
Cash on hand for cash disbursements,	10,880	08
Sinking fund to meet issue of bonds,	8,848	96
	\$444,821	96
CR.		
Capital stock, \$1,000,000, amount paid in,	\$334,529	44
Funded debt,	100,000	00
Profit and loss,	10,292	52
	\$444,821	96

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Thomas W. Ackley, president, and D. Boyer Brown, treasurer, of the Thirteenth and Fifteenth Streets Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) THOMAS ACKLEY, *President.*
D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880
SAMUEL WORTHINGTON WILLIAMS,
Notary Public.

REPORT
OF THE
Union Passenger Railway Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
W. V. McGrath,	President,	Philadelphia, .	\$10,000	00
Jacob E. Ridgway,	Vice President,	Philadelphia.		
Charles Welsh,	Secretary and Treasurer, .	Philadelphia, .	2,000	00
Gonsalvo Richardson, .	General Superintendent, .	Philadelphia, .	2,000	00

General Office at Twenty-third and Brown streets.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob E. Ridgway,	Philadelphia.
William Elliott,	Philadelphia.
C. S. Beiment,	Philadelphia.
Chas. Welsh,	Philadelphia.
M. H. Taggart,	Litiz, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	250,000	00
Capital stock, amount subscribed,	1,250,000	00
Capital stock paid in by last report,	425,000	00
Capital stock, total amount now paid in,	425,000	00
Capital stock, number of shares issued,	25,000	
Capital stock, amount paid in on each share, 20,000 shares, \$20 00; on 5,000, \$5 00 per share.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	80	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due 1884, bear interest at six per cent., which is payable January 1 and July,) amount,	\$300,000	00
Debenture bonds, (due 1881, bear interest at seven per cent., which is payable April 1 and October 1,) amount,	200,000	00
Total amount now of funded debt,	\$500,000	00
Total amount now of floating and funded debt,	500,000	00
Funded debt as per last report,	\$500,000	
Total cash realized from capital stock and debt,	\$425,000	00

COST OF ROAD AND EQUIPMENT.

	<i>By last report.</i>		<i>By present report.</i>	
Construction,	\$678,541	74	\$678,541	74
Equipment,	334,468	04	1,825	00
Total cost,	\$1,013,009	78	\$680,366	74

CHARACTERISTICS OF ROAD.

Length of road laid,	41 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 and 53 lbs.
Number of car-houses, shops, and stables,	7
Number of depots,	4
Number of first-class passenger cars,	101
Average value of each,	\$700
Number of second-class passenger cars,	53

Average value of each,	\$400
Number of passengers that may be seated in each car, . .	20
Number of other cars,	9
Number of horses and mules owned by the company, . .	897
Average value of each, including harness,	\$100
Value of real estate held, exclusive of road-way,	\$460,738 91
Average weight in pounds of passengar cars, exclusive of passengers and baggage,	4,500 pounds.
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,)	5
Number of trips each day,	8
How many miles does each horse travel daily?	20
How is track laid, and on what foundation? White and and yellow pine stringers and cross-ties.	

Average time consumed by cars in passing over the road, 45 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads? One line, Fairmount to Navy-Yard, via Brown, Twenty-third, Wallace, Franklin, Seventh, Federal, and Front streets; returns via Wharton, Ninth, Spring Garden, Twenty-third, and Brown streets. One line runs from Richmond to Baltimore depot, via Thompson, Marlborough, Belgrade, Frankford avenue, Master, Franklin, Seventh, Passyunk avenue, Ellsworth, and Broad streets; returns via Broad, Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar, and Somerset streets, to Richmond. One line runs from Twenty-third and Columbia avenue to Front and Market streets, via Columbia avenue, Franklin, Seventh, Market street, to Front; returns via Market, Ninth, Spring Garden, Seventh, Columbia avenue, and Twenty-third streets. One line runs on Jefferson street, from Twenty-fourth to Franklin, to Thompson, to Front, to Columbia avenue, to Franklin, to Master, to Twenty-third streets. One line runs from Seventh and McKean streets, via McKean, to Ninth, Ellsworth, Twenty-third, Christian, Seventh, and McKean streets. Also, the Poplar and Spring Garden line runs from the park, on Brown street, twenty-Third, Wallace, Twenty-second, Spring Garden, Seventh, Poplar, Twenty-ninth, and Brown streets.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	808,369	August, 1879,	874,492
February, 1879,	720,310	September, 1879,	934,552
March, 1879,	829,640	October, 1879,	1,007,535
April, 1879,	890,168	November, 1879,	924,996
May, 1879,	955,933	December, 1879,	988,652
June, 1879,	978,539		
July, 1879,	922,233	Total,	10,835,419

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road-bed and railway,	\$24,915	13
Repairs of building,	2,638	69
Taxes on real estate,	4,172	86
Total,	\$31,726	68
Operating the Road.		
On account of horses,	15,075	65
Harness and repairs: Included in general expenses.		
Repairs to cars,	14,096	27
Horse-shoeing,	15,922	18
Hay and feed,	75,793	80
Office expenses, stationery, and depot expenses,	16,152	15
Salaries,	14,000	00
Insurance,	1,862	50
Watchmen, switchmen, hostlers, pay-roll,	56,406	49
General expense of stable: Included in above item.		
Conductors and drivers,	146,060	80
Fluid, fuel, oil, and gas,	4,822	49
Damage for injury of persons,	8,584	03
Total,	\$395,503	04

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1879,	\$48,789	00	. . . . .		\$350	50	\$1,762	50	\$50,902 00
February, 1879,	48,729	49	. . . . .		359	41	. . . . .		44,088 90
March, 1879,	50,395	90	. . . . .		1,031	90	. . . . .		51,427 80
April, 1879,	58,836	96	. . . . .		855	24	. . . . .		54,192 20
May, 1879,	57,817	02	. . . . .		897	16	. . . . .		58,214 18
June, 1879,	57,427	46	. . . . .		870	29	. . . . .		58,297 75
July, 1879,	55,844	81	. . . . .		485	78	1,762	50	58,043 09
August, 1879,	52,979	21	. . . . .		485	25	. . . . .		53,464 46
September, 1879,	56,646	14	. . . . .		359	66	. . . . .		57,005 80
October, 1879,	61,179	06	. . . . .		936	55	. . . . .		62,115 61
November, 1879,	56,023	34	. . . . .		933	87	. . . . .		56,956 71
December, 1879,	59,862	15	. . . . .		865	83	. . . . .		60,727 98
Total,	\$654,530	54	. . . . .		\$7,380	94	\$3,525	00	\$665,436 48

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operat- ing the road,	\$395,503	04
For interest,	35,153	34
For dividends,	125,000	00
For miscellaneous,	1,825	00
For municipal taxes, license,	4,775	00
For State taxes,	10,772	05
Total,	\$578,028	43

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Cash on hand January 1, 1879,	\$75,283	97	
Passengers, cash,	578,221	32	
Passengers, tickets,	81,306	46	
Manure,	7,380	94	
Contingent fund,	3,525	00	
	\$740,717	69	
CR.			
Conductors and drivers,	\$146,060	80	
Wages,	56,406	49	
Blacksmiths,	15,922	18	
Horses,	15,075	65	
Bran,	4,620	68	
Hay,	21,122	04	
Straw,	3,675	76	
Corn,	46,375	32	
Expense,	12,772	61	
License,	4,775	00	
Taxes,	37,358	91	
Real estate,	55,079	50	
Interest,	85,153	34	
Repairs to road,	24,915	18	
Repairs to cars,	14,096	27	
Repairs to real estate,	2,638	69	
Dividend,	125,000	00	
Insurance,	1,862	50	
Light and fuel,	4,822	49	
Damage,	8,584	03	
Salaries,	14,000	00	
Printing,	3,379	54	
Profit and loss,	583	49	
Equipment,	1,825	00	
Cash on hand December 31, 1879,	89,662	27	
	\$740,717	69	

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, William V. McGrath, president, and Charles Welsh, treasurer, of the Union Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM V. McGRATH, *President.*
CHARLES WELSH, *Treasurer.*

Sworn and subscribed before me this 9th day of January, A. D. 1880.
J. R. MASSEY, *Notary Public.*

R E P O R T
OF THE
*West Philadelphia Passenger Railway Company, for
the year ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.	
Samuel Baugh,	President,	Philadelphia, .	\$4,500	00
Samuel R. Reed, . . .	Secretary,	Philadelphia, .	2,000	00
D. W. Dickson,	Treasurer,	Philadelphia, .	2,200	00
M. English,	General Superintendent, .	Philadelphia, .	2,200	00

General office at North-west corner Forty-first and Haverford streets, Philadelphia.

<i>Names.</i>	<i>Residences.</i>
Samuel Baugh,	Philadelphia.
John. F. Gross,	Philadelphia.
James Rhoads,	Philadelphia.
William J. Swain,	Philadelphia.
Charles M. Swain,	Philadelphia.
Charles Lennig,	Philadelphia.
William Dulles,	Philadelphia.
Charles H. Godfrey,	Wallingford, Pa.
William Gummere,	Burlington, N. J.

CAPITAL STOCK.

Capital stock authorized by law,	\$750,000	00
Capital stock authorized by votes of company,	400,000	00
Capital stock, amount subscribed,	400,000	00
Capital stock paid in by last report,	400,000	00
Capital stock, total amount now paid in,	400,000	00
Capital stock, number of shares issued, 8,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	72	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1906, bear interest at six per cent., which is payable, in gold, April 1 and October 1,) amount,	\$246,000	00
Total amount now of funded debt,	\$246,000	00
Total amount now of floating and funded debt,	\$246,000	00
Funded debt as per last report, \$246,000	00	
Total cash realized from capital stock and debt,	\$646,000	00

COST OF ROAD AND EQUIPMENT.

Construction and equipment : By last report, \$839,933 93 ;
by present report, \$841,945 07

CHARACTERISTICS OF ROAD.

Length of road laid,	16½ miles.
Length of double track, including sidings,	7 miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	44 pounds.
Number of car-houses, shops, and stables,	3,4,4
Number of depots,	1
Number of first-class passenger cars,	90
Average value of each,	\$700 00
Number of second-class passenger cars,	10
Average value of each,	\$400 00
Number of summer cars,	8
Average value of each,	\$300 00
Number of passengers that may be seated in each car : Sum- mer, 60 ; others,	22
Number of other cars : Six track sweepers, 2 track cleaners, 1 truck.	
Number of horses owned by the company,	688
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$304,210 50
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	5,000
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,)	6
Number of trips each day : Centennial, via Baring street, 8 ; rural section to Haddington, 6½ ; main line,	10
How many miles does each horse travel daily ?	20
How is track laid, and on what foundation ? String pieces . and cross-ties, and gravel foundation.	
Average time consumed by cars in passing over the road : Centennial, 109 minutes ; main, 83 minutes ; rural, 142 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Centennial line, from concourse at Belmont and Elm avenues, via Elm avenue to Fortieth street, to Baring, to Thirty-third street, to Arch street, to Thirty-second, to Market street, to Front street ; returning via Market street to Thirty-second street, to Arch street, to Thirty-third street, to Baring street, to Forty-first street, to Elm avenue, to concourse. Mantua branch, from depot to Forty-first and Haverford streets, via Baring street, to Thirty-third street, to Arch street, to Thirty-second street and Market street, to Front street, returning by the same route. Haddington, from Sixty-seventh and Haverford avenue, via Haver-

ford avenue, Sixty-fifth, Vine, Haverford avenue, Forty-first and Market street, to Front street ; returning via Market street, Forty-first street, and Haverford avenue to Haddington. Main line, from depot Forty-first and Haverford avenue, Forty-first to Market street, to Front street, returning the same.

Monthly Statement of Passengers (all classes) carried in Cars for the year.

January, 1879,	589,958	August, 1879,	692,794
February, 1879,	535,669	September, 1879,	815,712
March, 1879,	627,789	October, 1879,	759,176
April, 1879,	670,747	November, 1879,	679,652
May, 1879,	746,648	December, 1879,	734,840
June, 1879,	711,226		
July, 1879,	710,337	Total,	8,274,548

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.
Exchange tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$14,392	58
Repairs of building,	1,270	40
Taxes on real estate,	2,806	46
Total,	\$18,469	44
Operating the Road.		
On account of horses,	\$25,057	50
Harness and repairs,	2,514	17
Repairs to cars,	12,450	03
Horse shoeing and other blacksmithing,	14,112	11
Hay and feed,	66,475	70
Office expenses, stationery, and depot expenses,	31,485	24
Salaries,	13,940	00
Insurance,	2,618	75
Watchmen, switchmen, hostlers, pay-roll,	33,639	38
General expense of stable: Included in above items.		
Conductors and drivers,	109,337	92
Fluid, fuel, oil, and gas,	6,043	47
Damage for injury of persons,	5,597	42
Total,	\$328,271	69

Receipts on Construction and Equipment Account during the Year.

Other sources,	\$7,140 21
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RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, .	\$31,339	45	\$40	00	\$1,000	00	.	.	\$32,379	45
February, 1879, .	28,460	81	.	.	.	.	\$487	50	28,898	81
March, 1879, .	33,420	14	.	.	.	.	.	.	33,420	14
April, 1879, .	35,818	59	.	.	1,152	50	644	81	37,615	90
May, 1879, .	39,957	37	75	00	.	.	1,062	50	41,094	87
June, 1879, .	38,044	94	15	00	.	.	.	.	38,059	94
July, 1879, .	37,960	26	.	.	1,152	50	.	.	39,112	76
August, 1879, .	36,995	43	75	00	.	.	437	50	37,507	93
September, 1879, .	43,791	65	.	.	.	.	.	.	43,791	65
October, 1879, .	40,646	45	25	00	1,152	50	437	50	42,261	45
November, 1879, .	36,308	36	5	00	.	.	.	.	36,313	36
December, 1879, .	39,307	99	150	00	.	.	640	00	40,097	99
Total,	\$442,051	44	\$385	00	\$4,457	50	\$3,659	81	\$450,553	75

SUMMARY OF PAYMENTS.

For construction,	\$11,097	50
For maintaining the road or real estate of the corporation, and oper- ating the road,	321,688	63
For interest,	15,756	20
For new horses,	25,057	50
For miscellaneous,	11,080	83
For municipal taxes,	4,414	61
For State taxes, including tax on dividends, 1877,	14,282	45
Total,	\$408,372	72

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Construction and equipment,	\$841,945	07	
Cash,	78,012	13	
Government bonds, cost,	37,084	37	
Stocks,	165	00	
Supplies,	8,217	35	
Open account,	290	50	
	\$965,664	42	
CR.			
Capital stock,	\$400,000	00	
Bonds,	246,000	00	
Unclaimed dividends,	20	00	
Conductors' deposits for fare enumerators,	2,592	00	
Profit and loss,	317,052	42	
	\$965,664	42	

The matter of over-issue of stock being still in litigation, the balances appearing on the old ledger to construction and equipment, and profit and loss accounts, have not yet been altered.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding : As authorized by law, eight thousand shares.

NOTE.—The corporation has never authorized the issue of more than eight thousand shares, has never received consideration for more than eight thousand shares, and has never issued more. Certificates of stock, to the amount of 11,401 shares additional, were issued by the former president, treasurer, and secretary, who affixed the corporate seal thereto. These are in the hands of the various parties who claim to own them. The rights of the latter are being contested in court. No value was ever received by the company for said stock, the shares having been circulated fraudulently for the private purposes of the president, treasurer, and secretary, and without knowledge of the corporation.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	4	.....	.....	.....	.....	1	4

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Samuel Baugh, president, and D. W. Dickson, treasurer, of the West Philadelphia Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

SAM. BAUGH, *President.*
D. W. DICKSON, *Treasurer.*

Affirmed and subscribed before me, this 10th day of January, A. D. 1880.
GEO. G. PIERIE, *Notary Public.*

REPORT
OF THE
Wilkes-Barre and Kingston Passenger Railway Com-
pany, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
W. J. Harvey,	President,	Wilkes-Barre.		
A. J. Davis,	Secretary and Treasurer, . .	Wilkes-Barre,	\$300	00
W. J. Harvey,	General Superintendent, . .	Wilkes-Barre,	1,200	00

General office at Wilkes-Barre, Pa.

Names of Directors.

Residences.

W. S. Hillard,	Wilkes-Barre, Pa.
R. J. Fleck,	Wilkes-Barre, Pa.
J. C. Phelps,	Wilkes-Barre, Pa.
E. P. Darling,	Wilkes-Barre, Pa.
J. Espy,	Wilkes-Barre, Pa.
H. H. Harvey,	Wilkes-Barre, Pa.
W. J. Harvey,	Wilkes-Barre, Pa.
J. B. Smith,	Kingston, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, number of shares issued, 2,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$81,088	51	\$81,088	51
Equipment,	18,744	86	18,744	86
Total cost,	\$94,833	37	\$94,833	37

CHARACTERISTICS OF ROAD.

Length of road laid,	4½ miles.
Length of double track, including sidings,	2,000 feet.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 and 30 lbs.

Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each,	\$600 00
Number of second-class passenger cars,	2
Average value of each,	\$400 00
Number of passengers that may be seated in each car, . .	30 and 16.
Number of horses and mules owned by the company, . .	16
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	66
How many miles does each horse travel daily? . . .	25
How is track laid, and on what foundation? Oak ties and stringers.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads? Starting at depot of Lackawanna and Bleomsburg railroad, at Kingston, through Willow street to public highway; thence by side of said highway to Wilkes-Barre, owning right of way; thence across bridge to Market street, and through Market street to public square; from thence out Market street to Northampton street, to the depots of the Lehigh and Susquehanna and Lehigh Valley railroads; also, from the public square down main street, through south Wilkes-Barre, to the canal bridge and depots.

Monthly statement of Passengers (all classes) carried in Cars for the Year.

January, 1879,	9,300	August, 1879,	16,130
February, 1879,	11,340	September, 1879,	18,220
March, 1879,	14,320	October, 1879,	17,150
April, 1879,	14,510	November, 1879,	17,680
May, 1879,	14,020	December, 1879,	22,290
June, 1879,	14,300		
July, 1879,	14,750	Total,	184,010

Rate of Fare for Passengers Charged.

Single fare,	10 and 5 cents.
Tickets in packages sold for,	\$1 00

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$922	00
Taxes on real estate,	100	00
Total,	\$1,022	00
Operating the Road.		
On account of horses,	\$608	00
Harness and repairs,	116	75
Repairs to cars,	235	00
Horse shoeing,	160	00
Hay and feed,	3,595	30
Office expenses, stationery, and depot expenses,	218	00
Salaries,	1,500	00
Insurance,	89	50
Watchmen, switchmen, hostlers, pay-roll,	660	00
General expense of stable,	102	00
Conductors and drivers,	2,615	81
Fluid, fuel, oil, and gas,	80	25
Total,	\$11,002	61

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . .	\$812	12	.	.	.	.	.	.	.	.
February, 1879, .	837	06	.	.	.	.	.	.	.	.
March, 1879, . .	1,019	71	.	.	.	.	.	.	.	.
April, 1879, . .	989	61	.	.	.	.	.	.	.	.
May, 1879, . . .	1,029	49	.	.	.	.	.	.	.	.
June, 1879, . . .	975	02	.	.	.	.	.	.	.	.
July, 1879, . . .	1,110	51	.	.	.	.	.	.	.	.
August, 1879, . .	1,154	24	.	.	.	.	.	.	.	.
September, 1879,	1,331	76	.	.	.	.	.	.	.	.
October, 1879, . .	1,264	08	.	.	.	.	.	.	.	.
November, 1879, .	1,139	83	.	.	.	.	.	.	.	.
December, 1879, .	1,680	00	.	.	.	.	.	.	.	.
Total,	\$13,842	93	.	.	.	.	\$723	93	\$14,066	89

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$10,502	61
For dividends,	2,500	00
For miscellaneous,	250	00
For payments made to surplus fund,	500	00
For municipal taxes,	84	28
For State taxes,	230	00
Total,	\$14,066	89

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Real estate,		\$9,784	33
Personal property,		12,014	95
Construction,		83,679	62
Cash,		5,026	95
Expenses,		177,247	82
Interest,		2,005	00
Dividends,		47,500	00
Bills receivable,		746	00
		\$338,005	26
CR.			
Capital stock,		\$100,000	00
Earnings,		238,005	26
		\$338,005	26

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$100,000 00
Rate and date of all cash dividends on stock of original and consolidated companies : January 15, 1879, two and one half per cent.

STATE OF PENNSYLVANIA, } ss :
County of Luzerne, }

Personally appeared before me, William J. Harvey, president, and A. J. Davis, treasurer, of the Wilkes-Barre and Kingston Passenger Railway Company, who, bei g duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true. full, and correct statement of the condition and affairs of said company, for the financial year cnding December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM J. HARVEY, *President.*
A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me this 9th day of January, A. D. 1880.
W. S. PARSONS, *Notary Public.*

R E P O R T
OF
*A. B. Middaugh, Lessee, of the Williamsport Passenger
Railway Company, for eight months ending
June 27, 1879.*

CHARACTERISTICS OF ROAD.

Length of road laid,	2 miles, 794 feet.
Length of double track, including sidings,	500 feet.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	16 pounds.
Number of second-class passenger cars,	5 one-horse.
Average value of each,	\$400 00
Number of passengers that may be seated in each car, . .	16
Number of other cars,	4 two-horse.
Number of horses and mules owned by the company, . .	16
Average value of each, including harness,	\$85 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,830
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	15
How is track laid, and on what foundation? T rail, on oak ribbons, in Nicholson pavement.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commencing on East Third street, at Railroad street; thence up Third street to Pine; thence up Pine street to Fourth; thence up Fourth to intersection of Philadelphia and Erie railroad; with a branch at Herdic street connecting with the Philadelphia and Erie depot, and extending out Campbell street to Fourth street.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

November, 1878,	13,538	April, 1879,	13,646
December, 1878,	13,621	May, 1879,	15,392
January, 1879,	10,069	June, 1879,	14,656
February, 1879,	9,852		
March, 1879,	12,125	Total,	102,919

Rate of Fare for Passengers Charged.

Single fare,	5 cents.
Tickets in packages of 20 sold for,	\$1

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway,		\$107	68
Total,		\$107	68
Operating the Road.			
On account of horses,		\$117	50
Harness and repairs,		59	90
Repairs to cars,		96	87
Horse shoeing,		145	85
Hay and feed,		1,145	87
Office expenses, stationery, and depot expenses,		53	30
Salaries,		1,000	00
Insurance,		20	00
General expense of stable,		408	76
Conductors and drivers,		1,030	00
Fluid, fuel, oil, and gas,		26	72
Rent, including road, cars, depot, and stables,		1,333	53
Total,		\$5,545	78

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1878,	\$676 92	. . . . .	. . . . .	. . . . .	. . . . .
December, 1878,	681 09	. . . . .	. . . . .	. . . . .	. . . . .
January, 1879,	504 45	. . . . .	. . . . .	. . . . .	. . . . .
February, 1879,	492 62	. . . . .	. . . . .	. . . . .	. . . . .
March, 1879,	606 27	. . . . .	. . . . .	. . . . .	. . . . .
April, 1879,	682 32	. . . . .	. . . . .	. . . . .	. . . . .
May, 1879,	769 64	. . . . .	. . . . .	. . . . .	. . . . .
June, 1879,	782 82	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$5,146 18	. . . . .	. . . . .	. . . . .	. . . . .

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$5,545	78
For State taxes,	89	08
Total,	\$5,634	81

This report embraces the operations of the road for the eight months ending June 27, 1879, under lease to A. B. Middaugh, at which date he threw up his lease, and surrendered possession to the Williamsport Passenger Railway Company.

GENERAL BALANCE SHEET, JANUARY 1, 187 .

DR.			
Cash,		\$524	21
Inventory, (estimated,)		1,702	50
		<u>\$2,226</u>	<u>71</u>
CR.			
A. B. Middaugh,		\$888	38
Williamsport Passenger Railway Company,		1,388	33
		<u>\$2,226</u>	<u>71</u>

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	1

Statement of each Accident.

Tuesday, February 25, 1879. On Herdic street; Joseph Baldwin, aged about eight years, while playing on the street, ran against the horse of a car passing out Herdic street to P. & E. depot, was knocked down and the car (empty) running over his body, and dislocated three ribs; has since recovered, and sustains no injuries.

STATE OF PENNSYLVANIA, }
County of Lycoming, } ss :

Personally appeared before me, A. B. Middaugh, lessee of the Passenger Railway Company, who, being duly sworn does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial eight months ending June 27, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

A. B. MIDDAGUH, *Lessee.*

Sworn and subscribed before me this 5th day of January, A. D. 1880.

H. HINCKLEY, *Notary Public.*



REPORTS OF CANAL COMPANIES.



REPORTS OF CANAL COMPANIES.

R E P O R T

OF THE

*Delaware Division Canal Company, for the year ending
December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.	
Joshua W. Woolston, .	President,	Germantown, Pa., .	\$2,500	00
Ezra G. Giles,	Secretary and Treasurer, .	Philadelphia, . . .	700	00

General offices at 303 Walnut street, Philadelphia.

Names of Directors.

Residences.

Joshua W. Woolston,	Germantown, Pa.
I. V. Williamson,	Philadelphia.
H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Moorehead,	Philadelphia.
S. Fisher Corlies,	Philadelphia.
Edward Roberts, junior,	Philadelphia.
E. W. Clark,	Philadelphia.
Thomas McKean,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,400,000	00
Capital stock, amount subscribed,	1,633,350	00
Capital stock paid in by last report,	1,633,350	00
Capital stock, total amount now paid in,	1,633,350	00
Capital stock, number of shares issued,	32,667	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1878, bear interest at six per cent., which is payable January and July,) amount,	\$800,000	00
Total amount now of funded debt,	\$800,000	00
Total amount now of floating and funded debt,	800,000	00
Funded debt as per last report,	\$800,000	00

Cost of canal and fixtures, \$2,433,350 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton, Pa., to Bristol, Pa.,	60 miles.
Length of main line of canal in Pennsylvania,	60 miles.
Width of canal at top water line,	44 feet.
Width of canal on bottom,	26 feet
Depth of water,	6 feet.
Length and breadth of locks: 90 feet long; some 11 and 22 feet wide.	
Number of basins,	4
Number of lock-houses,	24
Number of locks: Lift, 24; stop, 8; guard, 1; total,	33
Number of waste-ways,	18
Number of overflows,	12
Number of lineal feet of overflows,	1,500
Number of bridges,	88
Number of aqueducts,	10
Number of lineal feet of aqueduct superstructure,	641
Number of boats owned and run by private parties, about,	800
Average tonnage of boats, about,	96.
Navigation opened,	April 1, 1879.
Navigation closed,	Dec. 8, 1879.
Feet of lockage on main line of canal,	165.55
Value of real estate held by the company, exclusive of canal, estimated at,	\$5,000 00
Are the locks of wood, cut stone, or composite?	Various.
Give the number of each kind,	

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

NOTE.—Maintaining and operating the canal for dividends, interest, tax on capital stock, United States tax, and other payments paid by the Lehigh Coal and Navigation Company.

The Delaware Division canal having been leased to the Lehigh Coal and Navigation Company for ninety-nine years, from April 1, 1866, at a stipulated rent per annum, we cannot give the tonnage, rate of tolls, or receipts and expenditures, those items being entirely under the control of said lessees.

GENERAL BALANCE SHEET, JANUARY 1, 1890.

DR.		
Canal,	\$2,433,350	00
Lehigh Coal and Navigation Company's scrip,	130,668	00
Delaware Division Canal Company's own bonds,	51,792	92
Cash,	20,838	65
	<u>\$2,636,649</u>	<u>57</u>
CR:		
Capital stock,	\$1,633,350	00
Bonds,	800,000	00
Profit and loss,	203,299	57
	<u>\$2,636,649</u>	<u>57</u>

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, J. W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division Canal Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

J. W. WOOLSTON, *President.*

E. G. GILES, *Treasurer.*

Affirmed and subscribed before me, this 21st day of January, A. D. 1880.

JOHN RODGERS, *Notary Public.*

R E P O R T

OF THE

*Delaware and Hudson Canal Company, for the year
 ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
Thomas Dickson, . . .	President,	Scranton, Pa., . .	\$20,000 00
Robert M. Olyphant, .	Assistant President, . . .	New York, . . .	8,500 00
George L. Haight, . .	Secretary,	New York, . . .	2,700 00
James C. Hartt, . . .	Treasurer,	Montclair, N. J., .	7,650 00
Coe F. Young,	General Manager,	Honesdale, Pa., .	8,500 00
Rollin Manville, . . .	Railroad Superintendent,	Carbondale, Pa., .	4,500 00

General offices at 21 Cortlandt street, New York.

*Names of Directors.**Residences.*

Thomas Dickson,	Scranton, Pa.
Abiel A. Low,	Brooklyn, N. Y.
James R. Taylor,	Brooklyn, N. Y.
James M. Halsted,	New York.
Le Grand B. Cannon,	New York.
John Jacob Astor,	New York.
J. Pierpont Morgan,	New York.
George Cabot Ward,	New York.
Robert S. Hone,	New York.
James Roosevelt,	New York.
Levi P. Morton,	New York.
Thomas Cornell,	Roundout, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$20,000,000	00
Capital stock, amount subscribed,		20,000,000	00
Capital stock paid in by last report,		20,000,000	00
Capital stock, total amount now paid in,		20,000,000	00
Capital stock, number of shares issued,	200,000		
Capital stock, amount paid in on each share,		100	00
Capital stock, par value of each share,		100	00

DEBT.

<i>Funded Debt.</i>			
First mortgage bonds, (due in 1884, bear interest at seven per cent., which is payable January and July,) amount,		\$3,500,000	00
Mortgage bonds, (due in 1891, bear interest at seven per cent., which is payable January, May, July, and November,) amount,		6,481,000	00
Mortgage bonds, (due in 1894, bear interest at seven per cent., which is payable April and October,) amount,		4,856,000	00
Mortgage bonds, (due in 1917, bear interest at seven per cent, which is payable March and September,) amount,		5,000,000	00
Total amount now of funded debt,		\$19,837,000	00

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures,	\$6,339,210	49
Cost of canal boats,	544,697	20
	\$6,883,817	69

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Ed- dyville, N. Y.,	108 miles.
Length of main line of canal in Pennsylvania,	25 miles.
Width of canal at top water line, average about	48 feet.
Width of canal on bottom, average about	32 feet.
Depth of water,	6 feet.
Length and breadth of locks: 100 feet between gates; 15 feet wide; 6 ascending, 15½ feet wide.	

Number of basins : About one eight of whole length of canal.	
Number of lock-houses, 92 ; store-houses, 13 ; other houses, 30 ; total,	135
Number of locks : Lift, 107 ; stop, 21 ; guard, 2 ; weigh, 2 ; total,	132
Number of waste-ways,	110
Number of over-flows, (including those of reservoirs,)	10
Number of lineal feet of over-flows,	300
Number of bridges,	136
Number of culverts, (including wood trunk ones,)	31
Number of dams, (including reservoir dams,)	40
Number of aqueducts : 4 wire suspension ; 18 wood trunk,	22
Number of lineal feet of aqueduct superstructure, about,	2,000
Number of miles of slack water,	3
Number of boats owned by the company,	788
Number of boats owned and run by private parties,	100
Average tonnage of boats, gross tons,	127 $\frac{1}{2}$
Navigation opened,	April 26.
Navigation closed,	December 10.
Feet of lockage on main line of canal : 1,028, exclusive of 58 ascending the summit, and used for reservoir purposes.	
Are the locks of wood, cut stone, or composite?	Both.
Give the number of each kind : 12 cut stone and 95 composite, lift ; 1 stone and 1 composite, guard ; 2 stone, weigh locks.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals,	1,423,335
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Amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber,	25,608
Anthracite coal,	1,218,086
Bituminous coal,	777
Other iron or castings,	2,218
Lime and limestone,	5,132
Agricultural products,	470
Manufactures and merchandise,	18,638
Other articles,	157,411
Total,	1,423,335

Rate of Toll charged for the respective Classes per Mile, as follows:

	Per mile.	60 miles.	108 miles.
For lumber, per 1,000 feet board measure, (hemlock,)	1½ cents.	60 cents.	\$1 00
For lumber, per 1,000 feet board measure, (pine and other lumber,)	1½ cents.	60 cents.	1 00
Shingles, per 1,000,	¾ cent.	35 cents.	50
Anthracite coal, per ton, (except by special contract,)	1½ cents.	Rate.	Rate.
Bituminous coal, per ton,	1 cent.	50 cents.	60

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Aqueducts, &c.,	\$219,569	24
Operating the Canal.		
Collectors and weighmasters, &c.,	71,856	32

RECEIPTS.

Canal used almost exclusively in transporting the coal of the company, and the receipts given are from miscellaneous sources; total, \$41,025 73

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal, \$291,425 56

GENERAL BALANCE SHEET, DECEMBER 31, 1879.

DR.			
Canal,	\$6,339,210	49	
Railroad and equipment,	6,220,669	50	
Real estate,	8,793,657	03	
Mine improvements,	2,404,962	89	
Mine fixtures,	294,627	42	
Boats, barges, and steamboats,	563,299	59	
Coal-yards and fixtures,	157,188	03	
Cherry Valley and Sharon railroad,	300,000	00	
Lackawanna and Susquehanna railroad,	1,022,293	15	
New York and Canada railroad,	3,597,074	48	
Telegraph lines,	14,734	80	
Lackawanna Palace Car Company,	54,675	36	
Coal on hand December 31, 1879,	535,264	65	
Supplies on hand at machine shops,	878,000	43	
Advances to leased lines,	368,773	17	
Miscellaneous assets,	4,480,701	90	
Advances on coal,	606,526	34	
Cash, customers' accounts, bills receivable,	\$3,140,116 17		
Less payable,	1,144,301 62		
General profit and loss,			
	1,995,814	55	
	1,206,726	23	
	\$39,837,000	00	

CR.			
Capital stock,		\$20,000,000	00
Funded debt:			
Bonds, 1894,	\$3,500,000 00		
Bonds, 1891, 1877-1891,	6,481,000 00		
Bonds, 1894,	4,856,000 00		
Bonds, 1917,	5,000,000 00		
		19,837,000	00
		\$39,837,000	00

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$20,000,000 00

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, Thomas Dickson, president, and James C. Hartt, treasurer, of the Delaware and Hudson Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

THOS. DICKSON, *President.*

J. C. HARTT, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1880.

JOHN A. PATTISON,

Commissioner for the State of Pennsylvania.

REPORT

OF THE

Lehigh Coal and Navigation Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residences.	Salary.
E. W. Clark, . .	President,	Philadelphia.	
S. Shepherd, . .	Secretary and Treasurer, .	Philadelphia.	

General offices at Philadelphia, Pa.

*Names of Directors.**Residences.*

F. R. Cope,	Philadelphia.
Francis C. Yarnall,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
Charles Parrish,	Wilkes-Barre.
Charles Wheeler,	Philadelphia.
George Whitney,	Philadelphia.
John Leisenring,	Mauch Chunk.
James M. Willcox,	Philadelphia.
Edward Lewis,	Philadelphia.
T. Charlton Henry,	Philadelphia.
Samuel Dickson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$11,204,250	00
Capital stock, amount subscribed,		11,204,250	00
Capital stock paid in by last report,		11,193,550	00
Capital stock, total amount now paid in,		11,204,250	00
Capital stock, number of shares issued,	224,085		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00
Capital stock, average market value during the year,		20	75

DEBT.

Funded Debt.			
Mortgage loan, due 1879, (extended deb.,)	\$6,075 00		
Mortgage loan, due 1880, (extended deb.,)	132,315 75		
Mortgage loan, due 1881, (extended deb.,)	132,315 75		
Mortgage loan, due 1882, (extended deb.,)	132,315 75		
Loan, due 1877, (deb.,) outstanding,	27,320 00		
Loan, due 1882, (convertible deb.,)	41,550 00		
Loan, due 1884,	5,381,840 84		
Loan, due 1897, gold,	4,653,000 00		
Loan, due 1897, railroad,	2,000,000 00		
Loan, due 1911, consolidated mortgage,	2,094,000 00		
Seven per cent. scrip, redeemable in bonds, 1911,	8,750 00		
Six per cent. scrip, Delaware division, due 1883,	65,334 00		
Six per cent. scrip, Delaware division, due 1884,	65,334 00		
Greenwood first mortgage, due October 1, 1882,	140,000 00		
Greenwood second mortgage, due February 1, 1892,	685,000 00		
		\$15,565,151	09
Cost of Lehigh canal and fixtures,		\$4,455,000	00
Re-valued in 1872 at,		3,000,000	00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Coalport to Easton,	48 miles.
Length of main line of canal in Pennsylvania,	48 miles.
Canals leased by the company, viz: Delaware division canal,	60 miles.
Width of canal at top water line,	60 to 100 feet.
Width of canal on bottom,	45 feet and upwards.
Depth of water,	6 feet.
Length and breadth of locks: 100 feet long, 22 feet wide.	
Number of basins,	5

Number of lock-houses, 43; other houses, 2; total, . . .	46
Number of locks: Lift, 49; stop, 2; guard, 5; weigh, 1; total,	57
Number of waste-ways,	4
Number of over-flows,	36
Number of lineal feet of over-flows,	8,600
Number of bridges,	10
Number of culverts,	21
Number of dams,	9
Number of aqueducts,	4
Number of lineal feet of aqueduct superstructure, . . .	285
Number of miles slack water: 36 miles canal, and 12 miles pools.	
Number of boats owned by the company,	257
Number of boats owned and run by private parties, . . .	467
Average tonnage of boats,	97
Navigation opened,	April 1, 1879.
Navigation closed,	Dec. 13, 1879.
Feet of lockage on main line of canal,	375
Value of real estate held by the company, exclusive of canal, but on its line,	\$200,000 00
Are the locks of wood, cut stone, or composition? Mostly stone, lined with wood.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal: Not reported separately.	
Gross amount of tonnage for the year, including branches and leased canals,	747,315 ¹³⁵⁸ ₁₁₆

Amount of Freight, Specifying the Quantities in Tons of 2,000 Pounds.

	Amount in tons.
Lumber,	32,148 ²⁷⁷ ₂₆₉
Anthracite coal,	512,460 ³⁸⁴ ₃₈₆
Bituminous coal,	2,147 ¹⁰⁰ ₁₀₀
Pig iron,	48,490 ¹⁶⁰ ₁₆₀
Other iron or castings,	1,811 ¹⁰⁰ ₁₀₀
Iron and other ores,	20,977 ⁰⁷⁸ ₀₇₈
Lime and limestone,	58,861 ¹⁰⁰ ₁₀₀
Agricultural products,	17,615 ¹⁰⁰ ₁₀₀
Manufactures and merchandise,	7,012 ¹⁰⁰ ₁₀₀
Other articles,	35,890 ¹⁰⁰ ₁₀₀
Total,	747,315 ¹³⁵⁸ ₁₁₆

Rate of Toll Charged for the Respective Classes per Mile, as follows:

For lumber, per 1,000 feet board measure, (hemlock,) . .	1 cent.
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For lumber, per 1,000 feet board measure, (pine and other lumber,)	1½ cents.
Shingles, per 1,000,	4 mills.
Anthracite coal per ton,	¼ to 1½ cents.
Bituminous coal per ton,	8 mills.

EXPENSES.**Maintaining the Canals or Real Estate of the Corporation.**

	Maintenance of Lehigh canal.		Maintenance of Delaware Di- vision canal.		Total.	
Aqueducts,	\$96	04	\$2,844	06	\$2,440	10
Boats and flats,	1,632	47	604	96	2,237	43
Bridges,	1,062	75	2,453	65	3,516	40
Canal bed and banks,	9,228	73	17,791	69	27,020	42
Shipping pockets,	7,664	63			7,664	63
Dams,	1,687	21	2,119	77	3,806	98
Horses and horse keep,	2,678	80	736	03	3,409	83
Locks and houses,	6,459	71	1,021	20	7,480	91
Steamboats and dredge boats,	2,964	82	789	71	3,754	53
Superintendence and engineering,	2,106	75	2,169	43	4,276	18
Tools and tool repairs,	81	77	312	94	394	71
Waste weirs and sluices,	9	80	598	50	608	30
Water wheels,			1,153	16	1,153	16
Quarry expenses,			773	92	873	92
Totals,	\$35,668	48	\$32,869	02	\$68,537	50
Operating the Canals.						
Collectors and weighwasters,	\$5,092	47	\$1,973	81	\$7,066	28
Drawbacks and overcharges,			118,867	52	118,867	52
Labor, shipping coal,	15,454	28			15,454	28
Lock-keepers,	15,253	00	7,225	20	22,478	20
Office expenses, rents, and furniture,	774	28	303	41	1,077	69
Superintendence,	1,083	87	1,064	06	2,147	45
Total,	\$37,657	40	\$129,434	02	\$167,091	42

RECEIPTS.

From tolls on coal,	\$181,005	94
From tolls on lumber, iron, and miscellaneous freight,	35,275	57
Other sources, rents, &c.,	1,084,828	82
Total,	\$1,300,610	33

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$235,628	92
For interest,	923,958	66
For municipal, State, and United States,	77,452	74
For other payments,	180,333	38
Total,	\$1,426,373	70
Deficit,	\$125,763	37

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 224,085
 shares; par value, \$11,204,250 00

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh Coal and Navigation Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of their knowledge and belief.

(Signed,)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880.

W. C. ALDERSON, *Notary Public.*

R E P O R T

OF THE

*Of the Monongahela Navigation Company, for the year
 ending January 7, 1880.*

OFFICERS.

NAMES.		Residence.	Salary.	
J. K. Moorhead, . . .	President,	Pittsburgh, Pa.,	\$3,000	00
William Bakewell, . .	Sec'y and Treas'r, . .	Arnold Park, West- moreland co., Pa., P. O. add's, Pittsburgh, }	2,000	00
William P. Wood, . .	Cargo Inspector, . . .		1,500	00
Thomas McGowan, . .	Sup't of Repairs, . . .		1,800	00

General office at 110 Diamond street, Pittsburg, Pa.

Names of Directors.

Residences.

Felix R. Brunot,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh, Pa.
John Harper,	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
N. B. Hogg,	Allegheny, Pa.
M. K. Moorhead,	Pittsburgh, Pa.
John Moorhead,	Pittsburgh, Pa.
J. B. Murdoch, M. D.,	Pittsburgh, Pa.
William Morrison,	Allegheny, Pa.
Daniel Wallace,	Pittsburgh, Pa.

One vacancy, caused by the decease, on December 11, of James Veech, filled on January 8, 1880, by election of J. B. Sweitzer, of Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Not limited.		
Capital stock, amount fully paid, 20,090 shares, of \$50 each,		\$1,004,500	00
Capital stock, scrip convertible into stock,		952	00
Capital stock, number of shares issued,	20,090		
Capital stock, par value of each share,		50	00
Capital stock, average market value during the year, about,		61	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1887, bear interest at six per cent., which is payable 1st January and July,) amount,	\$103,000	00
Of which \$19,000 are held by the company, on which no interest is paid,	19,000	00
Total amount now of funded debt outstanding,	\$84,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: No debt incurred, but the company owes unsettled amounts of tonnage tax, illegally collected by State law.		

COST OF CANAL AND FIXTURES.

Total amount of construction account is \$1,115,452 00

CHARACTERISTICS OF CANAL.

Length of main line, varying with the stage of the water,
from Pittsburgh to Geneva, 83 to 85 miles.

Length of main line in Pennsylvania: All within this State.

Width of canal at top water line: No canal; river only.

Depth of water: On lock sills, 5 to 6 feet; depth of water varies in river.

Length and breadth of locks: Six of 190 by 50 feet chamber; two of 250 by 56 feet chamber.

Number of pools: No. 1, 10 miles; No. 2, 14 miles; No. 3, 15 miles; No. 4, 18 miles; No. 5, 10 miles; No. 6, 16 miles.

Number of lock-houses, 6; store-houses, 4; other houses, 2; total, 12

Number of locks: Lift, 8

Number of dams, 6

Number of miles of slack-water: 83 to 85 miles, varying with stage of water.

Number of boats owned by the company: 1 repair boat; 1
pumping boat; 3 flats; total, 5

Number of boats owned and run by private parties: Don't
know. Navigation public.

Navigation opened: 23d January, 1879.

Navigation closed: Not at all; by ice, after 23d January,
1879.

Feet of lockage on main line of slack-water, 61

Value of real estate held by the company, exclusive of canal, \$23,095 00

Are the locks of wood, cut stone, or composite? All cut stone.

DOINGS OF THE YEAR IN TRANSPORTATION.

Company does no transportation business.

STATEMENT

In bushels, of Coal and Slack Shipped in the several Pools of the Monongahela Slack-water, during the year 1879.

MONTHS.	Pool No. 1.	Pool No. 2.	Pool No. 3.	Pool No. 4.	Total.
January,	167,000	844,500	171,000	258,000	1,440,500
February,	77,900	415,500	140,200	728,400	1,362,000
March,	187,000	838,500	212,400	1,384,900	2,602,800
April,	2,358,000	6,766,400	2,308,000	3,190,600	14,623,000
May,	872,900	3,688,800	1,615,400	1,513,800	7,670,900
June,	157,000	886,500	240,600	551,400	1,835,500
July,	494,600	1,911,300	560,300	1,162,000	4,128,200
August,	914,000	1,867,000	885,800	380,400	2,997,200
September,	30,650	1,388,500	351,100	532,600	2,302,850
October,	85,450	611,900	218,100	249,900	1,115,350
November,	1,185,700	1,934,400	334,000	487,400	3,941,500
December,	3,046,300	9,035,100	2,610,800	3,285,300	17,995,500
Total,	9,526,500	29,686,400	9,147,700	13,654,700	62,015,300

Coke Business for 1879.

Bushels—Pool No. 1,	914,600	\$687	95
Bushels—Pool No. 2,	2,507,600	3,634	31
Bushels—Pool No. 6,	150,500	301	00
Total number bushels coke,	3,572,700	\$4,623	26
Bushels coal,	62,015,300	\$106,168	53
Bushels coke,	3,572,700	4,623	26
	65,588,000	\$110,791	79

STATEMENT

Of Freight shipped East and West on the Monongahela slackwater, during the year ending December 31, 1879.

Shipped Eastward from Pittsburgh.		Shipped Westward to Pittsburgh.	
Whiskey, barrels,	189	Sand, bushels,	471,700
Boards, feet,	5,295,300	Whiskey, barrels,	7,030
Timber, feet,	1,828,700	Wood, cords,	111
Iron ore, tons,	2,405	Stone, perches,	134,22
Pig iron, tons,	1,820	Staves, number,	69,200
Fire clay, tons,	2,744	Posts, number,	9,822
Pit posts, number,	33,000	Brick, number,	1,057,060
Sheep, number,	6	Sheep, number,	3,457
Cattle, number,	46	Oil in bulk, barrels,	3,654
Horses, number,	93	Lumber, feet,	140,800
Classified freight, pounds,	25,290,350	Timber, feet,	547,480
		Steel rails, tons,	25,046
		Hogs, number,	3,292
		Cattle and horses, number,	237
		Classified freight, pounds,	17,293,100

RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES, AS FOLLOWS:

Articles Carried in Quantities.

	Not less than	Per Look.	Through.
Iron, rolled and hammered, per 1,000 lbs.,	50 tons.	5	
Steel and iron rails, per ton,	100 tons.	10	
Iron ore,	100 tons.	5	25
Crude oil, per barrel,	1,000 bbls.		7

Coal.

On each 1,000 bushels, from Pool No. 1,	\$ 90
On each 1,000 bushels, from Pool No. 2,	1 80
On each 1,000 bushels, from Pool No. 3,	2 45
On each 1,000 bushels, from Pool No. 4,	2 65
On each 1,000 bushels, from Pool No. 5,	2 85
On each 1,000 bushels, from Pool No. 6,	3 05
Slack, half toll.	

Coke.

On each 1,000 bushels, from Pool No. 1,	\$ 75
On each 1,000 bushels, from Pool No. 2,	1 35
On each 1,000 bushels, from Pool No. 6,	2 00

Steamboats.

	Below Brownsville.		Above Brownsville.	Through from Pittsburgh to Geneva.
	Per Lock.	Through.	Per Lock.	
In addition to toll on cargo, . . .	\$0 50	\$2 00	\$1 00	\$4 00

Empty crafts, \$1 per lock.

Miscellaneous Articles.

	Per Lock.	Through.
Whiskey, per barrel,	4c.	20c.
Manure, per 1,000 pounds,	2	12
Rubble and limestone, per perch,	3	18
Dimension stone,	5	30
Iron ore, per ton,	8	40
Pig iron,	9	54
Fire wood, per cord,	6	36
Bark	10	60
Posts and rails, per 100,	6	36
Brick, common,	2	10
Staves and heading, per 100,	1	6
Hoop poles, per 100,	1	6
Timber, in rafts, per 100 cubic feet,	6	36
Lumber, boards, and scantling, per 1,000 feet, B. M.,	8	48
Frame timber, per 100 feet lineal,	6	36

Passengers.

Per lock, 5; through, 30.

Classed Freight, per 1,000 pounds.

	Below Brownsville. per Lock.	Above Brownsville, per Lock.	Through.
Class No. 1,	8 cents.	11 cents.	54 cents.
Class No. 2,	6 cents.	8 cents.	40 cents.
Class No. 3,	4 cents.	5 cents.	26 cents.

Live Stock.

	Below Brownsville.	Above Brownsville or through.
Sheep, per head,	4 cents.	5 cents.
Hogs and calves, per head,	5 cents.	7 cents.
Cattle and horses, per head,	20 cents.	30 cents.

EXPENSES.**Maintaining the Canal or Real Estate of the Corporation.**

The total expenses during the year, including the officers' salaries, lock-tenders and assistants, and inspector of cargoes, including also stationery, printing, ropes, oil, &c.,	\$32,745 68
The total amount expended for repairs, including salary of superintendent of repairs for the year, is	27,102 59
Total expenses and repairs,	<u>\$59,848 27</u>

RECEIPTS.**Abstract of Receipts and Disbursements for Year ending January 7, 1880.**

DR.			
Balance, January, 1879,	\$59,920	16	
Tools received in cash,	50,285	11	
Received on toll bills,	108,540	26	
Interest,	4,481	74	
Bills receivable,	113	81	
B. L. Wood, junior,	300	00	
	<u>\$217,641</u>	<u>06</u>	
CR.			
Expenses,	\$32,745	68	
Repairs,	27,102	59	
Coupons,	4,740	00	
Trustee account,	3,316	13	
Dividends,	122,315	00	
Balance,	27,421	68	
	<u>\$217,641</u>	<u>06</u>	

Profit and Loss Account.

DR.			
Expenses,	\$32,745	68	
Repairs,	27,102	59	
Coupons,	5,040	00	
Lost tolls,	1,408	79	
Tax on capital stock,	6,027	00	
Tax on gross receipts,	1,356	41	
Tax on loan,	336	00	
Dividend, January, 1879,	60,270	00	
Dividend, July, 1879,	60,270	00	
Balance, January 7, 1880,	55,789	68	
	<u>\$250,346</u>	<u>15</u>	
CR.			
Balance, January, 1879,	\$72,156	99	
Tolls,	174,707	42	
Interest,	3,481	74	
	<u>\$250,346</u>	<u>15</u>	

STATEMENT OF TOLLS.

Amount of tolls charged on the Monongahela Slack Water, during the year ending January 7, 1880 :

On coal and slack,	\$106,168 53
On coke,	4,623 26
On freight, empty crafts, steamboats, tow-boats, lumber, &c.,	58,440 13
On passengers,	5,475 50
	<hr/>
	\$174,707 42
	<hr/>

Amount of uncollected toll bills, \$51,784 95

GENERAL BALANCE SHEET, JANUARY 8, 1880.

DR.			
Construction,	\$1,115,452	00	
Cash,	27,421	68	
B. L. Woods, junior, cargo inspector,	648	50	
Toll bills, uncollected tolls,	51,784	95	
Bills receivable,	42,500	00	
Retired bonds, (held by company,)	19,000	00	
	<hr/>		
	\$1,256,807	13	
CR.			
Capital stock,	\$1,004,500	00	
Bonds,	103,000	00	
Scrip,	952	00	
Contingent fund,	50,000	00	
Trustee account, (per tonnage tax,)	8,739	95	
Suspended account,	1,919	87	
Dividends unpaid,	984	00	
Coupons unpaid,	2,585	00	
State Treasurer,	3,386	63	
Profit and loss,	55,789	68	
Sinking fund,	25,000	00	
	<hr/>		
	\$1,256,807	13	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 20,090 shares of \$50 each.

Rate and date of all cash dividends on stock of original and consolidated companies: January 9, 1879, six per cent. July 10, 1879, six per cent.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, James K. Moorhead, president, and William Bakewell, treasurer, of the Monongahela Navigation Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this com-

pany, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending January 7, A. D. 1880, according to the best of their knowledge and belief.

(Signed)

J. K. MOORHEAD, *President.*

W. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1880.

R. H. WHITTLESEY, *Notary Public.*

REPORT

OF THE

Muncy Canal Company, for the year ending December, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
James E. Riebsam,	President pro tem.,	Muncy, . . .	None.
Ed. Cooke,	Secretary,	Muncy, . . .	None.
	Treasurer,		
	General Manager,		

Names of Directors.

Residences.

Jacob Cook,	Muncy.
Benjamin Pott,	Muncy.
J. E. Riebsam,	Muncy.
John M. Bowman,	Muncy.

CAPITAL STOCK.

Capital stock, amount subscribed,	\$2,625	00
Capital stock paid in by last report,	2,625	00
Capital stock, total amount now paid in,	2,625	00
Capital stock, number of shares issued,	105	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	1	00
Capital stock, average market value during the year,	1	00

COST OF CANAL AND FIXTURES.

Total,	\$7,077	15
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Muncy to Pennsylvania canal,	$\frac{3}{4}$ miles.
Length of main line of canal in Pennsylvania,	$\frac{3}{4}$ miles.
Width of canal at top water line,	40 feet.
Width of canal on bottom,	25 feet.
Depth of water,	$4\frac{1}{2}$ feet.
Number of basins,	1
Number of bridges,	2
Number of miles of slack water,	$\frac{3}{4}$
Number of boats owned and run by private parties, . .	1
Navigation opened,	April.
Navigation closed,	November.

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

	Amount in tons.
Lumber,	3
Anthracite coal,	3,830
Other iron or castings,	1
Manufactures and merchandise: Salt,	1

Rate of Toll Charged for the respective Classes per Mile, as follows:

For lumber, per 1,000 feet board measure, (hemlock,) . .	7 mills.
For lumber, per 1,000 feet board measure, (pine and other lumber,)	7 mills.
Anthracite coal, per ton,	5 mills.

EXPENSES.

Canal bed and banks,	\$19 46
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RECEIPTS.

From tolls on coal,	\$55	90
Other sources, rents, &c.,	19	51
Total,	\$75	41

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$19	46
Total amount of surplus fund,	\$75	41

STATE OF PENNSYLVANIA, }
County of Lycoming, } ss:

Personally appeared before me, J. E. Riebsam, president, and Ed. Cooke, treasurer, of the Muncy Canal Company, who, being duly sworn, do de-

pose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

J. E. RIEBSAM, *President pro tem.*

ED. COOKE, *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1880.

B. S. LANGDON, *Notary Public.*

R E P O R T

OF THE

*Pennsylvania Canal Company, for the year ending
December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
Isaac J. Wistar,	President,	Philadelphia.	
Alfred Mordecai,	Secretary,	Philadelphia.	
John Dougherty,	Treasurer,	Philadelphia.	
Thomas T. Wierman, . . .	Chief Engineer,	Harrisburg.	
Joseph Stickney,	Sup't of Equipment, . .	Wilkes-Barre.	
Andrew J. Whitney, . . .	Resident Engineer, . . .	Harrisburg.	
Thos. T. Wierman, Jr., . .	Assistant Engineer, . . .	Harrisburg.	

General offices at Nos. 233 and 243 South Fourth street, Philadelphia.

Names of Directors.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott,	Philadelphia.
George B. Roberts,	Philadelphia.
Isaac J. Wistar,	Philadelphia.
Wistar Morris,	Philadelphia.
Josiah Bacon,	Philadelphia.
M. Hall Stanton,	Philadelphia.
Alexander Biddle,	Philadelphia.
Samuel M. Felton,	Philadelphia.
Strickland Kneass,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Simon Gratz,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000,000	00
Capital stock authorized by votes of company,	5,000,000	00
Capital stock, amount subscribed,	4,501,200	00
Capital stock, paid in by last report,	4,485,765	00
Capital stock, total amount now paid in,	4,501,200	00
Capital stock, number of shares issued,	90,024	
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year: Only one sale, at one dollar per share.		

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1887, bear interest at six per cent., which is payable January and July 1, each year,) amount,	\$90,000	00
Second mortgage bonds, (due July 1, 1910, bear interest at six per cent., which is payable January and July 1, each year,) amount,	3,000,000	00
Total amount now of funded debt,	\$3,090,000	00
Less held by sinking fund,	115,000	00
	\$2,975,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: To meet current payments,	\$60,000	00
The amount now of floating debt,	\$60,000	00
Total amount now of floating and funded debt,	\$3,035,000	00
Funded debt as per last report,	\$2,980,000	00
Total cash realized from capital stock and debt,	\$7,536,200	00

COST OF CANAL AND FIXTURES.

See Auditor General's report on railroad, canal, and telegraph companies, for 1872, page 796.

CHARACTERISTICS OF CANAL.

Length of main line of canal: From Columbia to Wilkes-Barre, 151; Junction to Huntingdon, 90; Northumberland to Flemington, 68; Clark's Ferry to Millersburg, 13; Slack water, aggregate length, 11 miles; total,	333 miles.
Length of main line of canal in Pennsylvania,	333 miles.
Number of branch canals, with length of each, viz: Two; aggregate length,	4 miles.
Width of canal at top water line: Main line, 50 to 60 feet; West Branch division, 45 to 55 feet; Wiconisco division, 50 feet; Juniata division, 50 feet.	
Width of canal on bottom: Main line, 34 to 40 feet; West Branch division, 30 feet; Wiconisco division, 30 feet; Juniata Division, 30 feet.	
Depth of water: Main line, 6½ feet; other, divisions, 4 to 4½ feet.	

Length and breadth of locks: 30 locks, 17×182 feet; 40 locks, 17×90 feet; 34 locks, 15×90 feet,	104
Number of basins,	60
Number of lock-houses, 97; store-houses, 10; other houses, 30; total,	137
Number of locks: Lift, 104; stop, 14; guard, 14; weigh, 3; total,	135
Number of waste-ways,	76
Number of over-flows,	57
Number of lineal feet of over-flows,	7,216
Number of bridges,	467
Number of culverts,	145
Number of dams,	19
Number of aqueducts,	61
Number of lineal feet of aqueduct superstructure,	6,683
Number of lineal feet of dams,	13,297
Number of miles of slack water,	11
Number of boats owned by the company,	243
Number of boats owned and run by private parties, . . .	250
Average tonnage of boats on main line,	100 to 280 tons.
Navigation opened,	April 1.
Navigation closed,	December 13.
Feet of lockage on main line of canal, 312; Wiconisco division, 36 feet; Juniata division, 289 feet; West Branch division, 107 feet,	744
Are the locks of wood, cut stone, or composite? . . .	All
Give the number of each kind: Cut stone, 37; cut stone and composite, 41; composite, 48; wood, 9,	135

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals,	806,522.49
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Amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

	Amount in tons of 2,000 pounds.	
Lumber,	\$156,987	25
Anthracite coal,	539,835	52
Bituminous coal,	19,931	52
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, manufactures and merchandise, live stock, other articles,	89,818	20
Total,	\$806,522	49

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

DISTANCES IN MILES.				
1/4 to 1/2	cts.	23	16	12
1/2 to 10.	cts.	28	20	15
10 to 15	cts.	34	24	18
15 to 20	cts.	40	28	21
20 to 25	cts.	45	32	24
25 to 30	cts.	50	36	27
30 to 35	cts.	55	40	30
35 to 40	cts.	60	44	33
40 to 45	cts.	65	48	36
45 to 50	cts.	70	52	39
50 to 55	cts.	75	56	42
55 to 60	cts.	80	60	45
60 to 65	cts.	85	64	48
65 to 70	cts.	90	68	51
70 to 75	cts.	95	72	54
75 to 80	cts.	100	76	57
80 to 85	cts.	105	80	60
85 to 90	cts.	110	84	63
90 to 95	cts.	115	88	66
95 to 100	cts.	120	92	69
100 to 105	cts.	125	96	72
105 to 110	cts.	130	100	75
110 to 115	cts.	135	104	78
115 to 120	cts.	140	108	81
120 to 125	cts.	145	112	84
125 to 130	cts.	150	116	87
130 to 135	cts.	155	120	90
135 to 140	cts.	160	124	93
140 to 145	cts.	165	128	96
145 to 150	cts.	170	132	99
150 to 155	cts.	175	136	102
155 to 160	cts.	180	140	105
160 to 165	cts.	185	144	108
165 to 170	cts.	190	148	111
170 to 175	cts.	195	152	114
175 to 180	cts.	200	156	117
180 to 185	cts.	205	160	120
185 to 190	cts.	210	164	123
190 to 195	cts.	215	168	126
195 to 200	cts.	220	172	129
200 to 205	cts.	225	176	132
205 to 210	cts.	230	180	135
210 to 215	cts.	235	184	138
215 to 220	cts.	240	188	141
220 to 225	cts.	245	192	144
225 to 230	cts.	250	196	147
230 to 235	cts.	255	200	150
235 to 240	cts.	260	204	153
240 to 245	cts.	265	208	156
245 to 250	cts.	270	212	159
250 to 255	cts.	275	216	162
255 to 260	cts.	280	220	165
260 to 265	cts.	285	224	168
265 to 270	cts.	290	228	171
270 to 275	cts.	295	232	174
275 to 280	cts.	300	236	177
280 to 285	cts.	305	240	180
285 to 290	cts.	310	244	183
290 to 295	cts.	315	248	186
295 to 300	cts.	320	252	189
300 to 305	cts.	325	256	192
305 to 310	cts.	330	260	195
310 to 315	cts.	335	264	198
315 to 320	cts.	340	268	201
320 to 325	cts.	345	272	204
325 to 330	cts.	350	276	207
330 to 335	cts.	355	280	210
335 to 340	cts.	360	284	213
340 to 345	cts.	365	288	216
345 to 350	cts.	370	292	219
350 to 355	cts.	375	296	222
355 to 360	cts.	380	300	225
360 to 365	cts.	385	304	228
365 to 370	cts.	390	308	231
370 to 375	cts.	395	312	234
375 to 380	cts.	400	316	237
380 to 385	cts.	405	320	240
385 to 390	cts.	410	324	243
390 to 395	cts.	415	328	246
395 to 400	cts.	420	332	249
400 to 405	cts.	425	336	252
405 to 410	cts.	430	340	255
410 to 415	cts.	435	344	258
415 to 420	cts.	440	348	261
420 to 425	cts.	445	352	264
425 to 430	cts.	450	356	267
430 to 435	cts.	455	360	270
435 to 440	cts.	460	364	273
440 to 445	cts.	465	368	276
445 to 450	cts.	470	372	279
450 to 455	cts.	475	376	282
455 to 460	cts.	480	380	285
460 to 465	cts.	485	384	288
465 to 470	cts.	490	388	291
470 to 475	cts.	495	392	294
475 to 480	cts.	500	396	297
480 to 485	cts.	505	400	300
485 to 490	cts.	510	404	303
490 to 495	cts.	515	408	306
495 to 500	cts.	520	412	309
500 to 505	cts.	525	416	312
505 to 510	cts.	530	420	315
510 to 515	cts.	535	424	318
515 to 520	cts.	540	428	321
520 to 525	cts.	545	432	324
525 to 530	cts.	550	436	327
530 to 535	cts.	555	440	330
535 to 540	cts.	560	444	333
540 to 545	cts.	565	448	336
545 to 550	cts.	570	452	339
550 to 555	cts.	575	456	342
555 to 560	cts.	580	460	345
560 to 565	cts.	585	464	348
565 to 570	cts.	590	468	351
570 to 575	cts.	595	472	354
575 to 580	cts.	600	476	357
580 to 585	cts.	605	480	360
585 to 590	cts.	610	484	363
590 to 595	cts.	615	488	366
595 to 600	cts.	620	492	369
600 to 605	cts.	625	496	372
605 to 610	cts.	630	500	375
610 to 615	cts.	635	504	378
615 to 620	cts.	640	508	381
620 to 625	cts.	645	512	384
625 to 630	cts.	650	516	387
630 to 635	cts.	655	520	390
635 to 640	cts.	660	524	393
640 to 645	cts.	665	528	396
645 to 650	cts.	670	532	399
650 to 655	cts.	675	536	402
655 to 660	cts.	680	540	405
660 to 665	cts.	685	544	408
665 to 670	cts.	690	548	411
670 to 675	cts.	695	552	414
675 to 680	cts.	700	556	417
680 to 685	cts.	705	560	420
685 to 690	cts.	710	564	423
690 to 695	cts.	715	568	426
695 to 700	cts.	720	572	429
700 to 705	cts.	725	576	432
705 to 710	cts.	730	580	435
710 to 715	cts.	735	584	438
715 to 720	cts.	740	588	441
720 to 725	cts.	745	592	444
725 to 730	cts.	750	596	447
730 to 735	cts.	755	600	450
735 to 740	cts.	760	604	453
740 to 745	cts.	765	608	456
745 to 750	cts.	770	612	459
750 to 755	cts.	775	616	462
755 to 760	cts.	780	620	465
760 to 765	cts.	785	624	468
765 to 770	cts.	790	628	471
770 to 775	cts.	795	632	474
775 to 780	cts.	800	636	477
780 to 785	cts.	805	640	480
785 to 790	cts.	810	644	483
790 to 795	cts.	815	648	486
795 to 800	cts.	820	652	489
800 to 805	cts.	825	656	492
805 to 810	cts.	830	660	495
810 to 815	cts.	835	664	498
815 to 820	cts.	840	668	501
820 to 825	cts.	845	672	504
825 to 830	cts.	850	676	507
830 to 835	cts.	855	680	510
835 to 840	cts.	860	684	513
840 to 845	cts.	865	688	516
845 to 850	cts.	870	692	519
850 to 855	cts.	875	696	522
855 to 860	cts.	880	700	525
860 to 865	cts.	885	704	528
865 to 870	cts.	890	708	531
870 to 875	cts.	895	712	534
875 to 880	cts.	900	716	537
880 to 885	cts.	905	720	540
885 to 890	cts.	910	724	543
890 to 895	cts.	915	728	546
895 to 900	cts.	920	732	549
900 to 905	cts.	925	736	552
905 to 910	cts.	930	740	555
910 to 915	cts.	935	744	558
915 to 920	cts.	940	748	561
920 to 925	cts.	945	752	564
925 to 930	cts.	950	756	567
930 to 935	cts.	955	760	570
935 to 940	cts.	960	764	573
940 to 945	cts.	965	768	576
945 to 950	cts.	970	772	579
950 to 955	cts.	975	776	582
955 to 960	cts.	980	780	585
960 to 965	cts.	985	784	588
965 to 970	cts.	990	788	591
970 to 975	cts.	995	792	594
975 to 980	cts.	1000	796	597
980 to 985	cts.	1005	800	600
985 to 990	cts.	1010	804	603
990 to 995	cts.	1015	808	606
995 to 1000	cts.	1020	812	609

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE.—Continued.

DISTANCES IN MILES.												
	95 to 100.	100 to 105.	105 to 110.	110 to 115.	115 to 120.	120 to 125.	125 to 130.	130 to 135.	135 to 140.	140 to 145.	145 to 150.	Over 150.
First Class.—Agricultural implements, butter, drugs, dry goods, eggs, fine groceries (fish, fowl, game, etc.), hardware, leather, liquors, machinery, paper, spices, tannin, wool, and articles not enumerated.	cts. 115	cts. 115	cts. 120	cts. 124	cts. 128	cts. 132	cts. 136	cts. 140	cts. 144	cts. 148	cts. 152	cts. 156
Second Class.—Bark, (ground and roased,) earthen and queenware, hides, marble, (manufactured,) provisions, rags, seeds, slate, sumac, tobacco, trenails, window glass, . . .	cts. 80	cts. 84	cts. 88	cts. 92	cts. 96	cts. 100	cts. 104	cts. 108	cts. 112	cts. 116	cts. 120	cts. 124
Third Class.—Ashes, (pot, pearl, and soda,) bark, (unground,) bones and bone dust, burr blocks, car wheels and axles, cement, charcoal, chrome ore, clay cylinders, copper ore, cotton, crude chemicals, feed, flour, fire-clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, gravel, grind-stones, heavy groceries, ground flint, guano, hay and straw, horns, iron, (all kinds,) meal, mill-stones, nails and spikes, oils, oysters, plaster, pitch, rosin, tar, salt, soap-stone, staves, bolts, railroad ties, telegraph poles, . . .	cts. 55	cts. 57	cts. 59	cts. 61	cts. 63	cts. 65	cts. 67	cts. 69	cts. 71	cts. 73	cts. 75	cts. 77
Fourth Class.—Ashes, (leached,) bricks, cinders, clay, cord-wood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, saw dust, and stone, (wrought and unwrought,) . . .	cts. 30	cts. 32	cts. 34	cts. 36	cts. 38	cts. 40	cts. 42	cts. 44	cts. 46	cts. 48	cts. 50	cts. 52
Gunpowder, . . .	cts. 210	cts. 215	cts. 220	cts. 225	cts. 230	cts. 235	cts. 240	cts. 245	cts. 250	cts. 255	cts. 260	cts. 265
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton. Where otherwise specified in special toll sheet the latter governs.	cts. 71	cts. 74	cts. 78	cts. 82	cts. 86	cts. 90	cts. 94	cts. 98	cts. 102	cts. 106	cts. 110	cts. 114
Saw-logs, sixteen feet long or less, for each log.	cts. 36	cts. 37	cts. 38	cts. 39	cts. 40	cts. 41	cts. 42	cts. 43	cts. 44	cts. 45	cts. 46	cts. 47
All other logs and timber, round or hewed, singly or in rafts, per one thousand feet, B. M.,	cts. 36	cts. 37	cts. 38	cts. 39	cts. 40	cts. 41	cts. 42	cts. 43	cts. 44	cts. 45	cts. 46	cts. 47

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of canal.		Equipment.		Total.	
Aqueducts,	\$8,759	05				
Boats and flats,	1,509	71				
Boats, equipment of,			\$2,995	68		
Bridges,	6,629	03				
Boats, repairs of,			9,482	14		
Canal bed and banks,	21,992	14				
Clerks,	3,113	71	1,271	76		
Culverts,	811	50				
Dams,	38,145	70				
Dry docks,			3	41		
Ferries,	92	17				
Horses and horse keep,	366	59				
Houses and repair shops,	2,351	49	46	14		
Incidentals,	2,859	50	418	14		
Locks,	9,825	05				
Office expenses, rents, furniture,	770	30	18	14		
Slope and vertical walls,	2,648	11				
Stationery and printing,	485	03	31	47		
Steamboats and dredge boats,	1,975	12				
Superintendence and engineering,	10,102	63	2,430	00		
Real estate,	8,798	33				
Tools and tool repairs,	1,858	96	98	21		
Waste-weirs and sluices,	1,009	81				
Watchmen,	1,176	96				
Wharfing,	586	80				
Totals,	\$123,867	69	\$16,795	09	\$140,662	78
Operating the Canal.						
Collectors and weighmasters,	5,591	61				
Clerks,	3,611	54				
Ferries, (labor at,)	95	67				
Incidentals,	8,529	25				
Lock-keepers,	10,090	81				
Office expenses, rents, and furniture,	672	21				
State tax on receipts,	2,236	68				
Stationery and printing,	628	18				
Superintendence,	2,724	58			34,180	53
Total,					\$174,843	31

RECEIPTS.

From tolls on coal, lumber, iron, miscellaneous freight, lockages, and boat toll,	\$236,496	41
Boat rents,	43,089	77
Incidentals, other sources, &c.,	3,181	31
Total,	\$282,767	49

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and equipment and operating the canal,	\$174,843	31
For interest,	186,464	27
For sinking fund,	261	25
State tax on capital stock 1878 and 1879,	539	06
Total,	\$362,107	89

GENERAL BALANCE SHEET, JANUARY 1, 187-.

DR.			
Pennsylvania canal,	\$6,812,475	48	
Equipment,	213,478	53	
Capital stock, Susquehanna Coal and other companies,	369,001	00	
Materials on hand,	7,782	39	
Due from individuals and companies,	4,003	47	
Due from collectors,	2,850	56	
Cash in banks,	98,883	67	
Payments to sinking fund,	60,728	20	
Profit and loss,	195,926	40	
	\$7,765,129	70	
CR.			
Capital stock,	\$4,501,200	00	
First mortgage bonds,	90,000	00	
General mortgage bonds,	3,000,000	00	
Bills payable,	60,000	00	
Interest on first mortgage bonds, due January 1, 1880,	2,760	00	
Interest on general mortgage bonds, due January 1, 1880,	92,910	00	
Pay-rolls, December, &c.,	10,138	30	
Vouchers, December current bills,	7,249	11	
Balance due other canal companies—tolls collected for them,	602	27	
Commonwealth of Pennsylvania, tax on capital stock, 1879,	270	03	
	\$7,765,129	70	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding : 90,024 shares,
 at \$50 each, **\$4,501,200 00**

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss :

Personally appeared before me, Isaac J. Wistar, president, and John Dougherty, treasurer, of the Pennsylvania Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*

JOHN DOUGHERTY, *Treasurer.*

Sworn and subscribed before me, this 22d day of January, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

R E P O R T

OF THE

Schuylkill Navigation Company, for the year ending December 31, 1879.

STOCK AND DEBT.

First. The capital stock is unlimited.

Second. The amount of stock subscribed for and issued is as follows :

Common stock,	\$876,500 00
Preferred stock,	3,192,250 00
Stock scrip,	36 00
Total,	<u>\$4,068,786 00</u>

Third.

Total Amount of Funded Debt.

Six per cent. mortgage bonds, 1897,	\$1,709,880	20
Six per cent. mortgage bond, 1907,	3,990,892	66
Six per cent. common loan, 1878-1895,	7,852	50
Six per cent. mortgage loan, coupon, 1895,	1,200,000	00
Six per cent. boat and car loan, 1913,	756,650	00
Seven per cent. boat and car loan, 1915,	628,100	00
Six per cent. improvement bond, 1880,	228,000	00
Total,	<u>\$8,520,875</u>	<u>36</u>

Fourth.

Floating Debt.

Interest due on loans,	\$141,434	26
Dividends unpaid,	2,897	08
Debts due sundry persons,	1,417	89
Tax on dividends,	2,178	80
Total,	<u>\$147,426</u>	<u>98</u>

Fifth. Average rate of interest, a fraction over six per cent.

The cost of the company's works, estates, and equipments, as charged on the books, \$12,622,305 86.

Sixth. The dividends for August, 1879, were 1½ per cent. on common stock, and 2¼ per cent. on preferred stock, payable in six per cent. scrip of the Philadelphia and Reading Railroad Company, lessee of the canal and works of the Schuylkill Navigation Company, the interest on which is payable semi-annually, and the principal payable July 1, 1882. The said dividend being for one year, said scrip being now worth about ninety per cent. in cash.

Seventh. The number of shares issued and outstanding December 31, 1879, was :

Common stock,	17,530 shares.
Common stock scrip,	share.
Preferred stock,	63,845 shares.

The par value of each share is \$50.

The average market value of each during the year 1879 was \$4 50 for common stock, and \$9 for preferred stock.

The amount paid in for each share is \$50 dollars. Dividends were declared in 1878 on 18,172 shares of common stock, and 63,524 shares of preferred stock.

Eighth. The amount on which dividends were declared was as follows : In August, 1879, on 18,092 shares of common stock, and on 63,564 shares of preferred stock, the difference being caused by the conversion of eighty shares of common stock into forty shares of preferred stock, in all such cases two shares of common stock being given for one share of the preferred stock, and since August, 1879, 562 shares of common stock have been converted into 281 shares of the preferred stock.

Ninth. All the works and estates of the company were leased to the Philadelphia and Reading Railroad Company on the 12th of July, 1870, for the term of nine hundred and ninety-nine years. We respectfully refer to the report made by them for the description of business, cost of repairs, &c.

Tenth.

Income and Expense Account.

Balance to credit of income account, January 1, 1879,	\$22,358	12
Rent from the Philadelphia and Reading Railroad Company,	636,736	56
Total,	\$659,094	68

Eleventh.

CHARGES.

Interest on loans, bonds, &c.,	\$518,469	74
Dividend on stocks,	101,654	00
State tax on dividends,	2,178	30
Salaries of officers,	5,300	00
Office rent and expenses,	1,514	88
	\$629,116	92

The amount of the contingent and sinking fund which is held by the Philadelphia and Reading Railroad Company is,

\$36,268 58

The amount of undivided profits of the company, December 31, 1879, was,

29,977 76

NOTE.—The settlement of the dividends on the stock and the coupon interest of the loan of 1895 have been assumed by the Philadelphia and Reading Railroad Company, under a provision of the lease.

OFFICERS.

NAMES.		Residence.	Salary.	
Frederick Fraley,	President,	Philadelphia, . .	\$1,200	00
Richard Wilkins,	Secretary and Treasurer, . .	Philadelphia, . .	2,500	00
William M. Tilghman,	Solicitor,	Philadelphia, . .	100	00
Isaac P. Wilkins,	Chief Clerk,	Langhorne, . .	1,500	00

General office No. 417 Walnut street, Philadelphia.

*Names of Managers.**Residences.*

John N. Hutchinson,	Easton, Pa.
Charles W. Wharton,	Philadelphia.
George Brooke,	Birdsborough, Pa.
Charles Baber,	Pottsville, Pa.
Michael Ward,	Philadelphia.
Thomas R. Patton,	Philadelphia.

Twelfth.

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Capital stock,		\$576,536	00
Preferred stock,		3,192,250	00
Mortgage loans, due 1897, six per cent.,		1,709,380	20
Mortgage loan, due 1907, six per cent.,		3,990,392	66
Coupon mortgage loan, due 1895, six per cent.,		1,200,000	00
Improvement bonds, due 1880, six per cent.,		228,000	00
Boat and car loan, due 1913, six per cent.,		756,650	00
Boat and car loan, due 1915, seven per cent.,		628,100	00
Loan of 1876, due 1895, six per cent.,		7,552	50
<i>Floating liabilities:</i>			
Interest on loans, due January 1, 1880,		141,431	26
Dividends on preferred and common stocks,		2,397	03
Taxes on dividends, due State of Pennsylvania,		2,178	30
Other current debts,		1,417	39
Contingent and sinking fund,		36,268	58
Undivided profits,		29,977	76
		\$12,802,834	68
CR.			
Cash on hand,		\$11,002	49
Stocks and bonds held president in trust,		73,209	54
Debts due to the company,		1,448	90
Contingent and sinking fund investments held in trust by Philadelphia and Reading Railroad Company,		36,268	58
Works, real estate, and equipments of the company, as charged on the books,		12,622,305	93
Rent due by the Philadelphia and Reading Railroad Company,		58,599	31
		\$12,802,834	68

STATE OF PENNSYLVANIA,)
County of Philadelphia.) ss:

Personally appeared before me, Frederick Fraley, president, and Richard Wilkins, treasurer, of the Schuylkill Navigation Company, who, being duly sworn and affirmed, do depose and say that they caused the foregoing state-

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ments to be prepared by the proper officers of this company, and having carefully examined the same, declare them to be true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

FRED. FRALEY,
RICHD. WILKINS.

Sworn, affirmed, and subscribed before me, this 31st day of January, A. D. 1880.

JOSHUA COMLY, *Notary Public.*

REPORT

OF THE

*Philadelphia and Reading Railroad Company, lessee,
Schuylkill Canal Company, for the year
ending November 30, 1879.*

OFFICERS.

NAMES.	Residence.	Salary.
T. C. Zulick, . .	General Superintendent, . .	Schuylkill Haven, Pa.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Mill creek to Callow-	
hill street bridge, Philadelphia,	108 $\frac{23}{100}$ miles.
Length of main line of canal in Pennsylvania,	108 $\frac{23}{100}$ miles.
Number of branch canals, with length of each, viz: One, 1 mile long.	
Width of canal at top water line,	60 to 300 feet.
Width of canal on bottom: Variable; minimum on curves,	
45 feet; straight lines,	40 feet.
Depth of water,	6 $\frac{1}{2}$ feet.
Length and breadth of locks: Lift locks, 110 by 18 feet in	
the chambers; guard locks,	112 by 24 feet.
Number of basins,	19

Number of lock-houses, 52; other houses, 7; total, . . .	59
Number of locks: Lift, 47; guard, 7; guard, with lift, 17; total,	71
Number of waste-weirs,	47
Number of over-flows,	2
Number of lineal feet of over-flows and waste-weirs, . . .	3,800
Number of bridges,	121
Number of culverts,	22
Number of dams,	31
Number of aqueducts,	12
Number of lineal feet of aqueduct superstructure,	836
Number of miles of slack water,	47,986
Number of boats owned and run by the company,	489
Number of boats owned and run by private parties, . . .	118
Navigation opened,	March 17.
Navigation closed,	December 26.
Feet of lockage on main line of canal,	618,433
Are the locks of wood, cut stone, or composite? Cut stone and composite.	
Give the number of each kind: Cut stone, 11; cement, uncut, 2; composite,	58

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals,	1,111,160 00
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Amount of Freight, Specifying the Quantity in tons of 2,000 pounds.

	Amount in tons.
Lumber,	20,166
Anthracite coal,	1,020,227
Bituminous coal,	795
Pig iron,	2,369
Other iron or castings,	2,081
Iron and other ores,	17,730
Lime and limestone,	39,599
Agricultural products,	1,246
Manufactures and merchandise,	6,158
Other articles,	789
Total,	1,111,160

Rate of Toll Charged for the Respective Classes per Mile, as follows:

The following rates of freight on anthracite coal carried on the Schuylkill canal, in boats of the Philadelphia and Reading Railroad Company, will take effect from March 17, 1879, and continue until further notice:

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Orwigsburg Landing, . . . . .	.15		To Bridesburg, . . . . .	.48	.43
Hamburg, . . . . .	.20	.15	Beverly, N. J., . . . . .	.50	.45
Mohrsville, . . . . .	.24	.19	Florence, N. J., . . . . .	.50	.45
Leesport, . . . . .	.25	.20	Bordentown, N. J., . . . . .	.50	.45
Reading, . . . . .	.30	.25	Trenton, N. J., . . . . .	.52	.47
Birdsborough, . . . . .	.32	.27	New York, . . . . .	.63	.58
Monocacy, . . . . .	.32	.27			
Port Union, . . . . .	.33	.28	To Cooper's Creek, N. J., . . . . .	.50	.45
Pottstown, . . . . .	.33	.28	S. Morton & Son, . . . . .	.50	.45
Lawrenceville, . . . . .	.33	.28	Up Ridley Creek, near its mouth, . . . . .	.50	.45
Royer's Ford, . . . . .	.35	.30	To Chester—to all points below railroad, . . . . .	.50	.45
Phoenixville, . . . . .	.37	.32	Chester Creek—hospital, . . . . .	.52	.47
Port Providence, . . . . .	.37	.32	Chester Creek—Crozer's, . . . . .	.52	.47
Pawling's Dam, . . . . .	.38	.33	Wilmington, Del., . . . . .	.53	.48
Valley Forge, . . . . .	.39	.34	Brandywine, . . . . .	.54	.49
Port Kennedy, . . . . .	.40	.35	Newport, Del., . . . . .	.54	.49
Norristown, . . . . .	.41	.36	New Castle, Del., . . . . .	.54	.49
Bridgeport, . . . . .	.41	.36	Delaware City, . . . . .	.55	.50
Plymouth Dam, . . . . .	.41	.36			
Conshohocken, . . . . .	.42	.37			
Spring Mill, . . . . .	.42	.37			
Manayunk, . . . . .	.43	.38			
Philadelphia, . . . . .	.45	.40			

The above rates are exclusive of the cost of unloading.

The following rates of tolls on anthracite coal carried on the Schuylkill canal will take effect from March 17, 1879, and continue until further notice:

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Orwigsburg Landing, . . . . .	.40		To Bridesburg, . . . . .	.86	.81
Hamburg, . . . . .	.40	.40	Beverly, N. J., . . . . .	.92	.87
Mohrsville, . . . . .	.44	.40	Florence, N. J., . . . . .	.92	.87
Leesport, . . . . .	.48	.43	Bordentown, N. J., . . . . .	.92	.87
Reading, . . . . .	.51	.46	Trenton, N. J.,	1.04	.99
Birdsborough, . . . . .	.56	.51	New York,	1.37	1.32
Monocacy, . . . . .	.56	.51			
Port Union, . . . . .	.58	.53	To Cooper's Creek, N. J., . . . . .	.86	.81
Pottstown, . . . . .	.60	.55	S. Morton & Son, . . . . .	.86	.81
Lawrenceville, . . . . .	.62	.57	Up Ridley Creek, near its mouth, . . . . .	.86	.81
Royer's Ford, . . . . .	.63	.58			

To Phoenixville, . . . . .	.65	.60	To Chester—to all points below railroad, . . . . .	.85	.80
Port Providence, . . . . .	.65	.60	Chester Creek—hos- pital, . . . . .	.86	.81
Pawling's Dam, . . . . .	.66	.61	Chester Creek—Cro- zer's, . . . . .	.87	.82
Valley Forge, . . . . .	.67	.62	Wilmington, Del., . . . . .	.89	.84
Port Kennedy, . . . . .	.69	.64	Brandywine, . . . . .	.92	.87
Norristown, . . . . .	.72	.67	Newport, Del., . . . . .	.92	.87
Bridgeport, . . . . .	.72	.67	New Castle, Del., . . . . .	.90	.85
Plymouth Dam, . . . . .	.72	.67	Delaware City, . . . . .	.94	.89
Conshohocken, . . . . .	.76	.71			
Spring Mill, . . . . .	.76	.71			
Manayunk, . . . . .	.78	.73			
Philadelphia, . . . . .	.80	.75			

The above rates are for Schuylkill canal tolls, and include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

Rates of toll on articles other than anthracite coal, and on boats, to be charged from April 1, 1879, until further notice, per ton of 2,340 pounds.

Rates of Toll.

BETWEEN FAIRMOUNT AND	First- Class.	Second- Class.	Third- Class.	Fourth- Class.
Spring Mill,	\$0 25	\$0 25	\$0 25	\$0 20
Conshohocken,	27	27	27	20
Swede Furnace,	28	28	28	20
Plymouth,	29	29	29	20
Norristown,	31	31	31	20
Port Kennedy,	35	35	35	20
Valley Forge,	37	37	37	20
Pauling's Dam,	38	38	38	20
Brower's,	39	39	39	20
Port Providence,	40	40	40	20
Phoenixville,	43	43	43	20
Black Rock,	45	45	45	20
Royer's Ford,	50	50	50	24
Yankee Dam,	50	50	50	28
Lawrenceville,	53	53	50	28
Frick's Locks,	55	55	50	28
Pottstown,	58	58	50	28
Unionville,	62	62	50	30
Port Union,	62	62	50	30
Monocacy,	63	63	50	30
Birdsboro',	67	67	50	32
Reading,	75	75	50	36
Felix's Dam,	85	75	50	42
Peacock's Locks,	88	75	50	42
Maiden Creek,	90	75	50	42
Leesport,	92	75	50	42
Mohrsville,	94	75	50	42
Shoemakersville,	96	75	50	42
Hamburg,	1 00	75	50	44
Port Clinton,	1 00	75	50	46
Auburn,	1 00	75	50	46
Orwigsburg,	1 00	75	50	46
Schuylkill Haven,	1 00	75	50	48

The following rates of freight on anthracite coal carried on the Schuylkill canal, in boats of the Philadelphia and Reading Railroad Company, will take effect on April 21, 1879, and continue until further notice :

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Landingville, . . . .	.15		To Fairview, N. J., . . .	.46	.41
Auburn, . . . . .	.17		Riverside, N. J., . . .	.46	.41
Port Clinton, . . . . .	.18		Beverly, N. J., . . .	.46	.41
Hamburg, . . . . .	.20	.15	Burlington, N. J., . . .	.46	.41
Shoemaker'sville, . . . .	.22	.17	Florence, N. J., . . .	.46	.41
Mohrsville, . . . . .	.24	.19	Bordentown, N. J., . . .	.48	.43
Leesport, . . . . .	.25	.20	Trenton, N. J., . . .	.52	.47
Harbine's Dam, . . . . .	.25	.20	Princeton, N. J., . . .	.53	.48
Duncan's canal, . . . . .	.26	.21	Kingston, N. J., . . .	.53	.48
Felix's Dam, . . . . .	.27	.22	Rocky Hill, N. J., . . .	.53	.48
Leize's Dam, . . . . .	.28	.23	Mill Stone, N. J., . . .	.53	.48
Shepp's Dam, . . . . .	.29	.24	Bound Brook, N. J., . . .	.54	.49
Kissinger's Dam, . . . .	.29	.24	N. Brunswick, N. J., . . .	.56	.51
Reading, . . . . .	.30	.25	South Amboy, N. J., . . .	.57	.52
Yost's Landing, . . . . .	.30	.25	Brick-Kiln, or Sayers-		
Poplar Neck, . . . . .	.30	.25	ville, N. J., . . . . .	.58	.53
Thompson's store, . . . .	.31	.26	Matawan, N. J., . . . .	.60	.55
Birdsboro', . . . . .	.32	.27	Keyport, N. J., . . . .	.60	.55
Monocacy, . . . . .	.32	.27	Port Monmouth, N. J., . .	.60	.55
Port Union and Union-			Red Bank, (Navesink		
ville, . . . . .	.33	.28	river,) . . . . .	.63	.58
Pottstown, Parker's			Newark, N. J., . . . . .	.63	.58
Landing, . . . . .	.33	.28	Hackensack, N. J., . . .	.63	.58
Lawrenceville, . . . . .	.33	.28	Bergen Point, N. J., . . .	.63	.58
Royer's Ford and			Factoryville, S. I., . . .	.63	.58
Spring City, . . . . .	.35	.30	New York, . . . . .	.63	.58
Blackrock Dam, Phoe-			Port Richmond, S. I., . . .	.63	.58
nixville Water-			New Brighton, S. I., . . .	.63	.58
works, . . . . .	.37	.32	Camden, N. J., . . . . .	.45	.40
Port Providence, and			Cooper's Point, N. J., . . .	.45	.40
Mt. Clare, . . . . .	.37	.32	Cooper's Creek, N. J., . .	.46	.41
Pawling's Dam, . . . . .	.38	.33	Gloucester, . . . . .	.46	.41
Valley Forge, . . . . .	.39	.34	Red Bank Delaware		
Port Kennedy, . . . . .	.40	.35	river, N. J., . . . . .	.46	.41
Norristown, . . . . .	.41	.36	Billingsport, N. J., . . .	.48	.43
Bridgeport, . . . . .	.41	.36	Woodbury & Creek,		
Plymouth Dam, . . . . .	.41	.36	N. J., . . . . .	.50	.45
Conshohocken, . . . . .	.42	.37	Mantua Creek, N. J., . . .	.50	.45
Spring Mill, . . . . .	.42	.37	Bridgeton, N. J., . . .	.60	.55
Manayunk, . . . . .	.43	.38	Bridgeport, N. J., . . .	.50	.45
Falls of Schuylkill, . . .	.44	.39	Pedrickton, N. J., . . .	.50	.45
Philadelphia, . . . . .	.45	.40	Pennsgrove, N. J., . . .	.50	.45
Gunners' Run, . . . . .	.46	.41	Salem, N. J., . . . . .	.50	.45
Bridesburg, . . . . .	.46	.41	Alloway's Creek, N. J., . .	.50	.45
Frankford and Tacony, . .	.46	.41	Bayside, N. J., . . . . .	.50	.45
Holmesburg, . . . . .	.46	.41	Millville, (Maurice		
Darby Creek, . . . . .	.48	.43	River, N. J.,) . . . . .	.60	.55
Upland and Ridley			Tottenville, S. I., . . .	.63	.58
Creek, . . . . .	.48	.43	Woodbridge, N. J., . . .	.63	.58
Eddystone, . . . . .	.46	.41	Kreichersville, S. I., . . .	.63	.58
Chester, all points			Rahway, N. J., . . . . .	.63	.58
below railroad, . . . . .	.46	.41	Rossville, S. I., . . . . .	.63	.58
Chester Creek Hos-			Fresh Kill Creek, S. I., . .	.63	.58
pital, . . . . .	.47	.42	Quarantine, Vander-		
Chester, Crozier's, . . .	.48	.43	bilt's Landing, . . . . .	.63	.58

To Wilmington, Del., . .	.50	.45	To Stapleton, . . . . .	.63	.58
Brandywine, Del., . .	.50	.45	Clifton, S. I., . . . . .	.63	.58
Newport, Del., . . . .	.50	.50	Fort Hamilton, . . . . .	.63	.58
New Castle, Del., . . .	.50	.45	Chesapeake City, Md., .	.55	.50
Delaware City, Del., . .	.50	.45	Elkton, Md., . . . . .	.60	.55
Port Penn, Del., . . . .	.52	.47	Havre-de-Grace, Md., . .	.60	.55
Odesa, Del., . . . . .	.52	.47	Baltimore, Md., . . . .	.63	.58
Smyrna, Del., . . . . .	.53	.48			
Dover, Del., . . . . .	.53	.48			

The above rates are exclusive of the cost of unloading.

The following rates of tolls on anthracite coal carried on the Schuylkill canal, will take effect on April 21, 1879, and continue until further notice :

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Landingville,	\$0 40		To Riverside, N. J.,	\$0 79	\$0 74
Auburn,	40		Beverly, N. J.,	79	74
Port Clinton,	40	\$0 40	Burlington, N. J.,	79	74
Hamburg,	40	40	Florence, N. J.,	79	74
Shoemaker'sville,	42	40	Bordentown, N. J.,	80	75
Mohrsville,	44	40	Trenton, N. J.,	1 00	95
Leesport,	48	43	Princeton, N. J.,	1 05	1 00
Harbine's Dam,	48	43	Kingston, N. J.,	1 05	1 00
Duncan's Canal,	48	43	Rocky Hill, N. J.,	1 05	1 00
Felix's Dam,	49	44	Mill Stone, N. J.,	1 05	1 00
Leize's Dam,	50	45	Bound Brook, N. J.,	1 05	1 00
Shepp's Dam,	50	45	New Brunswick, N. J., . . .	1 05	1 00
Kissinger's Dam,	50	45	South Amboy, N. J.,	1 26	1 21
Reading,	51	46	Brick Kiln, or Sayers-		
Yost's Landing,	51	46	ville, N. J.,	1 24	1 19
Poplar Neck,	51	46	Matawan, N. J.,	1 39	1 34
Thompson's Store,	54	49	Keyport, N. J.,	1 39	1 34
Birdsboro',	56	51	Port Monmouth, N. J., . . .	1 49	1 44
Monacaoy,	56	51	Red Bank, (Navesink		
Port Union and Unionville	58	53	river,)	1 49	1 44
Pottstown, Parker's Land-			Newark, N. J.,	1 39	1 34
ing,	60	55	Hackensack, N. J.,	1 54	1 49
Lawrenceville,	62	57	Bergen Point, N. J.,	1 35	1 30
Royer's Ford and Spring			Factoryville, S. I.,	1 39	1 34
City,	63	58	New York,	1 37	1 32
Blackrock Dam, Phoenix-			Port Richmond, S. I.,	1 39	1 34
ville water works,	65	60	New Brighton, S. I.,	1 39	1 34
Port Providence and Mt.			Camden, N. J.,	80	75
Clare,	65	60	Cooper's Point, N. J.,	80	75
Pawling's Dam,	66	61	Cooper's Creek, N. J.,	79	74
Valley Forge,	67	62	Gloucester, N. J.,	79	74
Port Kennedy,	69	64	Red Bank, (Delaware		
Norristown,	72	67	river,) N. J.,	79	74
Bridgeport,	72	67	Billingsport, N. J.,	77	72
Plymouth Dam,	72	67	Woodbury & Creek, N. J., . .	75	70
Conshohocken,	76	71	Mantua Creek, N. J.,	75	70
Spring Mill,	76	71	Bridgeton, N. J.,	1 05	1 00
Manayunk,	78	73	Bridgeton, N. J.,	75	70
Falls of Schuylkill,	78	73	Pedrickton, N. J.,	75	70
Philadelphia,	80	75	Pennagrove, N. J.,	75	70
Gunner's Run,	79	74	Salem, N. J.,	75	70
Bridesburg,	79	74	Alloway's Creek, N. J., . . .	75	70
Frankford and Tacony, . . .	79	74	Bayside, N. J.,	75	70

To Holmesburg,	\$0 79	\$0 74	To Millville, (Maurice river,)	\$0 90	\$0 85
Darby Creek,	77	72	N. J.,	1 31	1 26
Upland and Ridley Creek,	77	72	Tottenville, S. I.,	1 31	1 26
Eddystone,	79	74	Woodbridge, N. J.,	1 31	1 26
Chester—all points below			Kreichersville, S. I.,	1 31	1 26
railroad,	79	74	Rahway, N. J.,	1 31	1 26
Chester Creek Hospital,	78	73	Rossville, S. I.,	1 31	1 26
Chester—Crozier's,	77	72	Fresh Kiln Creek, S. I.,	1 31	1 26
Wilmington, Del.,	75	70	Quarantine, Vanderbilt's		
Brandywine, Del.,	75	70	Landing,	1 39	1 34
Newport, Del.,	75	70	Stapleton,	1 39	1 34
New Castle, Del.,	75	70	Clifton, S. I.,	1 39	1 34
Delaware City, Del.,	75	70	Fort Hamilton,	1 39	1 34
Port Penn, Del.,	73	68	Chesapeake City, Md.,	1 04	99
Odessa, Del.,	73	68	Elkton, Md.,	1 08	1 01
Smyrna, Del.,	72	67	Havre de Grace, Md.,	1 08	1 03
Dover, Del.,	72	67	Baltimore, Md.,	1 15	1 10
Fairview, N. J.,	79	74			

The above rates are for Schuylkill canal tolls, and include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river, towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

The following rates of toll on anthracite coal carried on the Schuylkill canal, will take effect on June 9, 1879, and continue until further notice:

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Landingville,	\$ 40		To Beverly, N. J.,	\$ 90	\$ 85
Auburn,	40		Burlington, N. J.,	90	85
Port Clinton,	40		Florence, N. J.,	90	85
Hamburg,	50	\$ 45	Bordentown, N. J.,	90	85
Shoemakerville,	52	47	Trenton, N. J.,	1 10	1 05
Mohrsville,	54	49	Princeton, N. J.,	1 15	1 10
Leesport,	58	53	Kingston, N. J.,	1 15	1 10
Harbine's Dam,	58	53	Rocky Hill, N. J.,	1 15	1 10
Duncan's Canal,	58	53	Mill Stone, N. J.,	1 15	1 10
Felix's Dam,	59	54	Bound Brook, N. J.,	1 15	1 10
Leize's Dam,	60	55	New Brunswick, N. J.,	1 15	1 10
Shepp's Dam,	60	55	South Amboy, N. J.,	1 35	1 30
Kissinger's Dam,	60	55	Brick Kiln, or Sayersville,		
Reading,	61	56	N. J.,	1 35	1 30
Yost's Landing,	61	56	Matawan, N. J.,	1 50	1 45
Poplar Neck,	61	56	Keyport, N. J.,	1 50	1 45
Thompson's Store,	64	59	Port Monmouth, N. J.,	1 60	1 55
Birdsboro',	66	61	Red Bank, (Navesink		
Monocacy,	66	61	River,)	1 60	1 55
Port Union & Unionville,	68	63	Staten Island,	1 50	1 45
Pottstown, Parker's Land-			Newark, N. J.,	1 45	1 40
ing,	70	65	Hackensack, N. J.,	1 65	1 60
Lawrenceville,	72	67	Bergen Point, N. J.,	1 50	1 45
Royer's Ford and Spring			Factoryville, S. I.,	1 50	1 45
City,	73	68	New York,	1 47	1 42

To Blackrock Dam, Phoenixville Water Works, . . .	\$0 75	\$0 70	To Port Richmond, S. I., . .	\$1 49	\$1 44
Port Providence and Mt. Clare,	75	70	New Brighton, S. I., . .	1 49	1 44
Pawling's Dam,	76	71	Camden, N. J.,	90	85
Valley Forge,	77	72	Cooper's Point, N. J., . .	90	85
Port Kennedy,	79	74	Cooper's Creek, N. J., . .	90	85
Norristown,	82	77	Gloucester, N. J.,	90	85
Bridgeport,	82	77	Red Bank, Delaware River, N. J.,	90	85
Plymouth Dam,	82	77	Billingsport, N. J.,	90	85
Conshohocken,	86	81	Woodbury & Creek, N. J., .	90	85
Spring Mill,	86	81	Mantua Creek, N. J., . . .	90	85
Manayunk,	88	83	Bridgeton, Cohansey Creek, N. J.,	1 15	1 10
Falls of Schuylkill,	88	83	Bridgeport, N. J.,	90	85
Philadelphia,	90	85	Pedrickton, N. J.,	90	85
Gunners' Run,	90	85	Pennsgrove, N. J.,	90	85
Bridesburg,	90	85	Salem, N. J.,	90	85
Frankford and Tacony, . . .	90	85	Alloway's Creek, N. J., . .	90	85
Holmesburg,	90	85	Bayside, N. J.,	90	85
Darby Creek,	90	85	Millville, (Maurice River,) N. J.,	1 00	95
Upland and Ridley Creek, .	90	85	Tottenville, S. I.,	1 41	1 36
Eddystone,	90	85	Woodbridge, N. J.,	1 41	1 36
Chester—all points below R. R.,	90	85	Kreichersville, S. I., . . .	1 41	1 36
Chester Creek Hospital, . .	90	85	Rahway, N. J.,	1 41	1 36
Chester—Crozier's,	90	85	Rossville, S. I.,	1 41	1 36
Wilmington, Del.,	90	85	Fresh Kiln Creek, S. I., . .	1 41	1 36
Brandywine, Del.,	90	85	Quarantine, Vanderbilt's Landing,	1 49	1 44
Newport, Del.,	90	85	Stapleton, S. I.,	1 49	1 44
New Castle, Del.,	90	85	Clifton, S. I.,	1 49	1 44
Delaware City, Del.,	90	85	Fort Hamilton,	1 49	1 44
Port Penn, Del.,	90	85	Chesapeake City, Md., . . .	1 15	1 10
Odessa, Del.,	90	85	Elkton, Md.,	1 15	1 10
Smyrna, Del.,	90	85	Havre-de-Grace, Md., . . .	1 18	1 13
Dover, Del.,	90	85	Baltimore, Md.,	1 25	1 20
Fairview, N. J.,	90	85			
Riverside, N. J.,	90	85			

The above rates are for Schuylkill canal tolls, and include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river, towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

The following rates of tolls on anthracite coal carried on the Schuylkill canal, will take effect on August 1, 1879, and continue until further notice :

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Landingville,	\$0 50		To Fairview, N. J.,	\$1 00	\$0 95
Auburn,	50		Riverside, N. J.,	1 00	95
Port Clinton,	50		Beverly, N. J.,	1 00	95
Hamburg,	60	\$0 55	Burlington, N. J.,	1 00	95
Shoemakerville,	62	57	Florence, N. J.,	1 00	95
Mohrsville,	64	59	Bordentown, N. J.,	1 00	95

To Leesport,	\$0 68	\$0 63	To Trenton, N. J.,	\$1 20	\$1 15
Harbine's Dam,	68	63	Princeton, N. J.,	1 25	1 20
Duncan's Canal,	68	63	Kingston, N. J.,	1 25	1 20
Felix's Dam,	69	64	Rocky Hill, N. J.,	1 25	1 20
Leize's Dam,	70	65	Mill Stone, N. J.,	1 25	1 20
Shepp's Dam,	70	65	Bound Brook, N. J.,	1 25	1 20
Kissinger's Dam,	70	65	New Brunswick, N. J.,	1 25	1 20
Reading,	71	66	South Amboy, N. J.,	1 45	1 40
Yost's Landing,	71	66	Brick Kiln, or Sayresville, N. J.,	1 45	1 46
Poplar Neck,	71	66	Matawan, N. J.,	1 60	1 55
Thompson's Store,	74	69	Keyport, N. J.,	1 60	1 55
Birdsboro',	76	71	Port Monmouth, N. J.,	1 70	1 65
Monocacy,	76	71	Red Bank, (Navesink River,)	1 70	1 65
Port Union and Unionville	78	73	Staten Island,	1 60	1 55
Pottstown and Parker's			Newark, N. J.,	1 55	1 50
Landing,	80	75	Hackensack, N. J.,	1 75	1 70
Lawrenceville,	82	77	Bergen Point, N. J.,	1 60	1 55
Royer's Ford and Spring			Factoryville, S. I.,	1 60	1 55
City,	83	78	New York,	1 57	1 52
Blackbrook Dam, Phoenix-			Port Richmond, S. I.,	1 59	1 54
ville Water Works,	85	80	New Brighton, S. I.,	1 59	1 54
Port Providence and Mt.			Camden, N. J.,	1 00	95
Clare,	85	80	Cooper's Point, N. J.,	1 00	95
Pawling's Dam,	86	81	Cooper's Creek, N. J.,	1 00	95
Valley Forge,	87	82	Gloucester, N. J.,	1 00	95
Port Kennedy,	89	84	Red Bank, Delaware river, N. J.,	1 00	95
Norristown,	92	87	Billingsport, N. J.,	1 00	95
Bridgeport,	92	87	Woodbury and Creek, N. J.,	1 00	95
Plymouth Dam,	92	87	Mantua Creek, N. J.,	1 00	95
Conshohocken,	96	91	Bridgeton, Cohansey creek N. J.,	1 25	1 20
Spring Mill,	96	91	Bridgeport, N. J.,	1 00	95
Manayunk,	98	93	Pedrickton, N. J.,	1 00	95
Falls of Schuylkill,	98	93	Pennsgrove, N. J.,	1 00	95
Philadelphia,	1 00	95	Salem, N. J.,	1 00	95
Gunner's Run,	1 00	95	Alloway's Creek, N. J.,	1 00	95
Bridesburg,	1 00	95	Bayside, N. J.,	1 00	95
Frankford and Tacony,	1 00	95	Millville, (Maurice river,) N. J.,	1 10	1 05
Holmesburg,	1 00	95	Tottenville, S. I.,	1 51	1 46
Darby Creek,	1 00	95	Woodbridge, N. J.,	1 51	1 46
Upland and Ridley Creek,	1 00	95	Kreichersville, S. I.,	1 51	1 46
Eddystone,	1 00	95	Rahway, N. J.,	1 51	1 46
Chester—all points below			Rossville, S. I.,	1 51	1 46
railroad,	1 00	95	Fresh Kill Creek, S. I.,	1 51	1 46
Chester Creek Hospital,	1 00	95	Quarantine, Vanderbilt's Landing,	1 59	1 54
Chester—Crozier's,	1 00	95	Stapleton, S. I.,	1 59	1 54
Wilmington, Del.,	1 00	95	Clifton, S. I.,	1 59	1 54
Brandywine, Del.,	1 00	95	Fort Hamilton,	1 59	1 54
Newport, Del.,	1 00	95	Chesapeake City, Md.,	1 25	1 20
New Castle, Del.,	1 00	95	Elkton, Md.,	1 25	1 20
Delaware City, Del.,	1 00	95	Havre-de-Grace, Md.,	1 28	1 23
Port Penn, Del.,	1 00	95	Baltimore, Md.,	1 35	1 30
Odessa, Del.,	1 00	95			
Smyrna, Del.,	1 00	95			
Dover, Del.,	1 00	95			

The above rates are for Schuylkill canal tolls, and include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

EXPENSES.**Maintaining the Canal or Real Estate of the Corporation.**

	Maintenance of Canal.		Canal Improvement.		Total.	
Aqueducts,	\$3,996	63				
Boats and flats, channel in pool,			\$3,405	35		
Bridges,	3,196	99				
Canal bed and banks,	16,465	16				
Clerks, towing paths in pools,	1,557	07				
Culverts,	373	95				
Dams,	7,287	06				
Ferries, dredging and scooping channels, and repairs of dredging machines,	6,814	64				
Houses and repair shops and offices,	497	86				
Incidentals, engineering, and office expenses,	5,072	11				
Locks,	10,355	03				
Lock-houses and sheds,	911	65				
Pump boat, raising sunken boats, lightering and removing obstructions,	3,155	10				
Reservoir dams,	373	68				
Taxes on real estate, shipping landings,	7,845	76				
Tools and tool repairs,	2,824	24				
Waste-weirs and sluices,	325	30				
Water powers, including engineering,	1,247	42				
Wharfing, use of telegraph,	439	17				
Totals,	\$72,238	82	\$3,405	35	\$75,644	17
Operating the Canal.						
Current expenses,	\$36,418	42				
Labor at landings, &c.,	36,636	29				
Total,	\$73,054	71			\$73,054	71

RECEIPTS.

From tolls on coal,	\$359,704	42
Merchandise,	61,974	66
Miscellaneous,	44,321	57
Total,	\$466,000	65

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$148,698	88
State taxes,	3,373	43
Total,	\$152,072	31

Payment for rent,	\$635,776	55
Payment for sinking fund,	12,209	35
	\$647,985	90
Less profit on transportation line,	33,976	80
	\$614,009	10

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, F. B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading Railroad Company, lessee of the Schuylkill Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

F. B. GOWEN, *President*.

S. BRADFORD, *Treasurer*.

Sworn and subscribed before me, this 7th day of February, A. D. 1880.

J. Y. HUMPHREY, *Notary Public*.

R E P O R T

OF THE

Susquehanna Canal Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
G. A. Nicolls, . . .	President,	Reading, Pa., . . .	\$2,723 50
Robert D. Brown, . . .	Treasurer,	Baltimore, Md., . . .	1,000 00
D. F. Shure, . . .	General Superintendent,	Darlington, Md.*	

Paid by lessee.

General offices at Baltimore, Md., and Reading, Pa.

Names of Directors.

Residences.

William P. Jenks,	Philadelphia, Pa.
B. And's Knight,	Philadelphia, Pa.
John N. Hutchinson,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
A. E. Borie,	Philadelphia, Pa.

George W. Dobbin,	Baltimore, Md.
Enoch Pratt,	Baltimore, Md.
Ira C. Canfield,	Baltimore, Md.
R. K. Hawley,	Baltimore, Md.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock paid in by last report,		\$2,002,746	00
Capital stock, total amount now paid in,		2,002,746	00
Capital stock, number of shares issued,	40,019		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00
Capital stock, average market value during the year, per share,		5	00

DEBT.

Funded Debt.			
First mortgage bonds, (due 1894, bear interest at six per cent., which is payable January and July,) amount,	\$325,310	58	
Second mortgage bonds, (due, 1895, bear interest at six per cent., which is payable January and July,) amount,	1,000,000	00	
Third mortgage bonds, (due 1878 and 1918, bear interest at six per cent., which is payable January and July,) amount,	1,323,000	00	
Fourth mortgage bonds, (due 1902, bear interest at seven per cent., which is payable January and July,) amount,	250,000	00	
Total amount now of funded debt,	\$2,898,310	58	
Floating Debt.			
Unfunded debt incurred for construction, equipment, or purchase of property,	\$21,410 33		
Debt incurred for any other purpose, and for what: Unpaid interest on mortgage debt,	106,929 97		
The amount now of floating debt,	128,340	80	
Total amount now of floating and funded debt,	\$3,026,650	88	
Funded debt as per last report,	\$2,897,310 58		
Floating debt as per last report,	50,862 68		
	\$2,948,173	26	

COST OF CANAL AND FIXTURES.

Including tide-water canal, 14½ miles long, in Maryland, . \$4,930,593 54

GENERAL BALANCE SHEET, JANUARY 1, 1890.

DR.			
Cost of canal,	\$4,930,593	54	
Due by lessees,	97,322	15	
Other individual liabilities,	111	29	
Cash,	1,429	90	
	\$5,029,456	88	
CR.			
Capital stock,	\$2,002,746	00	
Funded debt,	2,898,310	58	
Unfunded debt for construction, &c.,	21,410	33	
Unfunded debt for overdue interest, &c.,	106,939	97	
	\$5,029,456	88	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$2,002,746 00

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, Robert D. Brown, treasurer of the Susquehanna Canal Company, who, being duly sworn, does depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December, 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.

P. M. BENNER, *J. P.*

R E P O R T

OF THE

*Philadelphia and Reading Railroad Company, Lessee
Susquehanna Canal Company, for the year
ending November 30, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
T. C. Zulick, . . .	General Superintendent, . .	Schuylkill Haven, Pa.,	
D. F. Shure, . . .	Local Superintendent, . . .	Shure's Landing, Md.,	

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia to Havre de Grace,	45 miles.
Length of main line of canal in Pennsylvania,	30 miles.
Width of canal at top water-line,	50 feet.
Width of canal on bottom,	30 feet.
Depth of water, except where the enlargement has been made for 6 feet,	5½ feet.

Length and breadth of locks,	170 by 17.
Number of basins,	2
Number of lock-houses, 26; other houses 2; total, . . .	28
Number of locks: Lift, 29; stop, 10; guard, 3; weigh, 1; total,	43
Number of waste-ways,	17
Number of overflows,	16
Number of lineal feet of overflows, including weirs at aqueducts,	2,659
Number of bridges: Road, 8; farm, 4; tow-path, 6; total,	18
Number of culverts,	5
Number of dams,	4
Number of aqueducts,	6
Number of lineal feet of aqueduct superstructure, . . .	435
Number of miles of slackwater,	2
Number of boats owned by the company,	7 twin boats.
Navigation opened,	March 17.
Navigation closed,	December 20.
Feet of lockage on main line of canal,	230.69
Are the locks of wood, cut stone, or composite? Wood, cut stone, and composite.	
Give the number of each kind: Wood, 3; cut stone, 2; composite, 27; total,	32

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year,	371,625
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Amount of Freight, Specifying the Quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber,	53,123
Anthracite coal,	265,243
Bituminous coal,	293
Pig iron,	1,923
Railroad iron,	3,211
Other iron or castings,	676
Iron and other ores,	5,270
Lime and limestone,	10,693
Agricultural products,	28,449
Manufactures and merchandise,	792
Other articles,	1,952
Total,	371,625

Cost of canal and fixtures, \$5,907,850 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Middletown to Reading,	77.64 miles.
Number of branch canals, with length of each, viz: One,	7 miles.
Width of canal at top water-line,	43 feet.
Width of canal on bottom,	28 feet.
Depth of water,	4½ feet.
Length and breadth of locks, 17×90 in chamber, whole length,	132 feet.
Number of basins,	8
Number of houses,	92
Number of locks: Lift, 88; guard, 3; weigh, 2; total,	93
Tunnel,	1
Number of waste-ways and overflows,	74
Number of lineal feet of overflows and waste-weirs,	3,159
Number of bridges,	72
Number of culverts,	31
Number of dams,	16
Number of aqueducts,	16
Number of lineal feet of aqueduct superstructure,	1,215
Number of miles of slack water,	5
Number of boats owned and run by private parties, whole number passing over canal,	93
Average tonnage of boats,	100
Navigation opened,	April 9.
Navigation closed,	December 11.
Feet of lockage on main line of canal,	501
Value of real estate held by the company, exclusive of canal, say,	\$15,000 00
Are the locks of wood, cut stone, or composite?	Cut stone.
Give the number of each kind,	All cut stone.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal,	2,545.15
Gross amount of tonnage for the year, including branches and eased canals,	29,663.02

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Lumber,	10,588.00	Manufactures and merchandise,	157.00
Anthracite coal,	44,348.12	Other articles,	275.02
Other iron or castings,	35.15		
Lime and limestone,	4,070.10	Total,	29,663.02
Agricultural products,	193.08		

The rate of Toll charged for the respective Classes per mile, as follows:

For lumber, per tons of 2,000 pounds, average,	5 mills.
Anthracite coal, per ton of 2,240 pounds,	6 mills.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.		
Aqueducts,	\$151	08
Boats and flats,	67	81
Bridges,	272	48
Canal bed and banks,	1,331	10
Office and blacksmith coal,	12	56
Culverts,	19	73
Dams,	138	77
Feeders,	111	36
Cost in suit,	20	80
Houses,	95	69
Timber,	1,439	63
Locks,	261	81
Rents,	13	88
Taxes on gross receipts,	71	82
Superintendence,	315	75
Insurance,	6	20
Tools and tool repairs,	2	85
Waste-weirs and sluices,	16	01
Pumps and machinery,	2,692	28
Lighterage,	28	00
	\$7,069	56
Operating the Canal.		
Collectors and weighmasters,	\$794	96
Secretary and treasurer,	840	00
Coal,	5,195	59
Towage,	12	00
Lock-keepers,	320	00
Office expenses, &c.,	26	91
Stationery and printing,	12	00
Superintendence,	1,980	00
	9,181	46
	\$16,251	02

RECEIPTS.

From tolls on coal,	\$3,820	40
From tolls on lumber,	2,502	94
From tolls on iron,	22	73
From tolls on miscellaneous freight,	881	95
Boat toll,	371	00
Other sources, rents, &c.,	18,085	04
Total,	\$25,684	06

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$16,251	02
For other payments,	9,433	04
Total,	\$25,684	06

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference :

Six per cent.,	\$1,555,050	00
Eight per cent.,	3,200	00
Ten per cent.,	200	00

Amount of common stock now outstanding,	1,352,800 00
Amount of stock issued, fractional,	4,196 26

STATE OF PENNSYLVANIA, } ss:
 County of Lebanon, }

Personally appeared before me, Grant Weidman, president, and John K. Raudenbush, treasurer, of the Union Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

GRANT WEIDMAN, *President.*

JOHN K. RAUDENBUSH *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1880.

L. F. HOUCK, *J. P.,*

Lebanon, Pa.

TELEGRAPH REPORTS.



TELEGRAPH COMPANIES.

REPORT

OF THE

*American District Telegraph Company, for the year
ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.	
William J. Phillips, . .	President,	Philadelphia, Pa., .	\$1,500	00
Thomas F. Adams, . .	Vice President,	Philadelphia, Pa.		
Joseph Wood, jr., . .	Secretary and Assistant Treasurer,	Philadelphia, Pa., .	1,000	00
Hon. John P. Verree, .	Treasurer,	Philadelphia, Pa.		
Charles L. Chapin, . .	General Superintendent,	Philadelphia, Pa., .	1,200	00

General offices at 208 West Washington square, below Walnut street.

<i>Names of Directors.</i>	<i>Residences.</i>
William J. Phillips,	Philadelphia, Pa.
E. W. Andrews,	New York City.
Hon. John P. Verree,	Philadelphia, Pa.
S. J. Megargee,	Philadelphia, Pa.
General C. H. T. Collis,	Philadelphia, Pa.
Thomas F. Adams,	Philadelphia, Pa.
Samuel Hart,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000	00
Capital stock, amount subscribed,	400,000	00
Capital stock paid in by last report,	400,000	00
* Capital stock, total amount now paid in,	400,000	00
Capital stock, number of shares issued,	16,000	
Capital stock, amount paid in on each share,	Full paid.	
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	8	00

* Chiefly in patent rights, at the value at which they were taken.

DEBT.

Funded Debt.		
First mortgage bonds, (due March 1, 1897, bear interest at six per cent., which is payable semi-annually,) amount,	\$13,400	00
Total amount now of funded debt,	\$13,400	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Interest on bonds,	\$268	00
The amount now of floating debt,	268	00
Total amount now of floating and funded debt,	\$13,668	00
Funded debt as per last report,	\$13,400	00
Floating debt as per last report,	16,381	10

COST OF LINE AND EQUIPMENT.

Construction, including patent rights, franchises, &c.,	\$870,425	54
Equipment,	18,658	29
Total,	\$889,083	83

CHARACTERISTICS OF LINE.

Length of wire in Pennsylvania, consisting of short lines in Philadelphia, about	240 miles.
Number of stations in Pennsylvania: 11 district, 2 sub.	
Number of instruments in use, (entire line,) 1,410 district instruments; 122 burglar alarm instruments; 269 telegraph call instruments; 104 push buttons; 79 Morse registers and instruments,	1,984
Number of persons employed in operating and maintaining line in Pennsylvania: Adults and operators, 57; messenger boys, 209; total,	266
Number of local messages transmitted during the year, (entire line,)	31,755
Number of messages sent during the year in Pennsylvania, handed to other lines for transmission,	214,965
Number of messages received in Pennsylvania from other lines for delivery by messengers,	786,998

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged at rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates: 10 cents for 15 minutes; 15 cents for 30 minutes; 30 cents for 1 hour.

EXPENSES.

Gross expenses of entire line, 1879, for construction, equipment, and maintenance,	\$94,559 63
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CASH RECEIPTS.

Gross receipts of entire line, 1879, including amount received for other corporations and individuals as their agent, \$152,169 03

SUMMARY OF CASH PAYMENTS.

For construction of new lines,	\$1,567	74
For interest,	1,281	29
For miscellaneous, including payment to other corporations and individuals of amount received as above noted,	149,288	88
For taxes,	2,196	88
Total,	\$154,334	29

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.		
License and patent rights,	\$316,612	00
Charter and incorporation,	250	00
Construction,	53,568	54
Equipment,	18,658	29
Supplies in supply department, un-issued,	4,607	01
Donated A. D. telegraph stock, (this company,) held by trustee,	4,650	00
International Exhibition Company stock,	975	00
Due upon sundry accounts,	22,171	24
Cash on hand,	527	82
	\$422,014	90
CR.		
Capital stock,	\$400,000	00
Funded debt,	13,400	00
Accrued interest on bonds, (due March 1, 1880,)	268	00
Profit and loss,	8,346	90
	\$422,014	90

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, William J. Philips, president, and John P. Verree, treasurer, of the American District Telegraph Company, who, being duly sworn, and affirmed, do depose, and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

W. J. PHILIPS, *President.*

JNO. P. VERREE, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 29th day of January, A. D. 1879.

R. M. HARTLEY, *Notary Public.*

REPORT

OF THE

Atlantic and Ohio Telegraph Company, for the year ending December, 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
Norvin Green, . . .	President,	New York,	None.
Augustus Schell, . .	Vice President,	New York,	None.
Roswell H. Rochester,	Secretary and Treasurer,	New York,	None.

General offices at New York city.

<i>Names of Directors.</i>	<i>Residences.</i>
Norvin Green,	New York.
O. H. Palmer,	New York.
Augustus Schell,	New York.
R. H. Rochester,	New York.
J. B. Van Every,	New York.
J. Merrihew,	Philadelphia.
William Carley,	Philadelphia.
Henry Bentley,	Philadelphia.
S. S. Garwood,	Philadelphia.

CAPITAL STOCK.

Capital stock,	\$650,000	00
Capital stock, paid in by last report,	650,000	00
Capital stock, total amount now paid in,	650,000	00
Capital stock, number of shares issued,	13,000	
Capital stock, par value of each share,	50	00

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company, that it is not practicable to give their characteristics separately. The return of the Western Union Telegraph Company includes all lines leased or owned by it. The length of time for which the lines are leased, (as above stated,) is until terminated by six month's notice, at the option of either party.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding \$6,500, after deducting from the total capital stock the amount thereof owned by the Western Union Telegraph Company.

Amount of stock issued as stock dividends, and dates of issue: None since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto is not known to present officers, and the books of the company for such period are not in their possession, or in existence, to their knowledge.

Rate and date of all cash dividends on stock of original and consolidated companies: Prior to April 15, 1864, not known, for reasons given above. Since April 15, 1864, ten per cent. per annum, quarterly, upon outstanding stock, (not belonging to Western Union Telegraph Company,) amounting now to \$6,500.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, Norvin Green, president, and Roswell H. Rochester, treasurer, of the Atlantic and Ohio Telegraph Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

FRANCIS P. BURKE,

Commissioner for Pennsylvania in New York.

R E P O R T

OF THE

*Pacific and Atlantic Telegraph Company, for the year
ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
Norvin Green,	President,	New York, . . .	\$1,000
Augustus Schell, . . .	Vice President,	New York, . . .	None.
Roswell H. Rochester,	Secretary and Treasurer,	New York, . . .	None.

General offices at New York city.

Names of Directors.

Residences.

Augustus Schell,	New York.
Henry Bently,	Philadelphia.
James Merrihew,	Philadelphia.
John W. Kirk,	New York.
Roswell H. Rochester,	New York.
Samuel S. Garwood,	Philadelphia.

CAPITAL STOCK.

Capital stock,	\$2,000,000	00
Capital stock, paid in by last report,	2,000,000	00
Capital stock, total amount now paid in,	2,000,000	00
Capital stock, number of shares issued,	80,000	
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year, about,	13	00

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph company, and are so merged with the lines of that company, that it is not practicable to give their characteristics separately. The returns of the Western Union Telegraph Company includes all lines leased or owned by it. The length of time for which the lines are leased, (as above stated,) is nine hundred and ninety-nine years, from January 1, 1874.

Has no assets, other than its telegraph lines, except \$4,758 58 due from the Western Union Telegraph Company.

Has no liabilities, other than its capital stock, except about \$5,000, contingent upon the result of pending litigations.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$2,000,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: December, 1, 1866, three and one fourth per cent.; April 1, 1867, July 1, 1867, October 1, 1867, January 1, 1868, April 1, 1868, July 1, 1868, October 1, 1868, January 1, 1869, April 1, 1869, July 1, 1869, and October 1, 1869, two and one half per cent. each.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, Norvin Green, president, and Roswell H. Rochester, treasurer, of the Pacific and Atlantic Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for

the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

FRANCIS P. BURKE,

Commissioner for Pennsylvania in New York.

R E P O R T

OF THE

Philadelphia Local Telegraph Company, for the year ending February 28, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Henry Bentley, . . .	President,	Philadelphia, . . .	\$5,000	00
Wm. P. Wheatland, .	Secretary and Treasurer,	Philadelphia, . . .	1,560	00
Samuel M. Plush, . .	General Superintendent, .	Philadelphia, . . .	2,000	00

Names of Directors.

Residences.

Henry Bentley,	Philadelphia.
Tracy R. Edson,	New York.
Norvin Green,	New York.
George Walker,	New York.
James Merrihew,	Philadelphia.
William P. Wheatland,	Philadelphia.
S. S. Garwood,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law, (original charter,)	\$25,000	00
Capital stock authorized by votes of company, increase under charter,	375,000	00
Capital stock, amount subscribed,	400,000	00
Capital stock, paid in by last report,	400,000	00
Capital stock, total amount now paid in,	400,000	00
Capital stock, number of shares issued, 16,000		
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

COST OF LINE AND EQUIPMENT.

Construction and equipment, cost of lines to present company, represented by its capital stock,	\$400,000	00
Total,	\$400,000	00

CHARACTERISTICS OF LINE.

All local lines, extending only from one part of the city to another.

Length of wire, (entire line,) about,	255 miles.
Length of wire in Pennsylvania: All in Philadelphia.	
Number of stations, (entire line,)	138
Number of stations in Pennsylvania,	138
Number of instruments in use, (entire line,)	356
Number of instruments in use in Pennsylvania,	356
Number of poles to the mile,	40
Number of persons employed in operating and maintaining the line: Males, 80 to 90; females, 30 to 40; total, . .	110 to 130
Number of persons employed in operating and maintaining line in Pennsylvania: Males, 80 to 90; females, 30 to 40; total,	110 to 130
Number of messages sent during the year, (entire line,) about,	332,000
Number of messages received, (entire line,) about	351,000

A large number of these telegrams are sent and received at reduced rates, under arrangements with manufacturers, &c.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: Rates for ten words, 15 cents; each additional word, 1 cent.

We have no one wire of greater length than twelve miles.

EXPENSES.

Gross expenses of entire line,	\$166,222 86
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RECEIPTS.

Gross receipts of entire line,	\$166,222 86
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SUMMARY OF PAYMENTS.

For construction of new lines,	\$1,124	28
For purchase of telegraph property,	4,137	20
For dividends,	7,000	00
For miscellaneous,	150,915	03
For taxes,	2,497	09
For surplus fund,	549	28
Total,	\$166,222	86

GENERAL BALANCE SHEET, FEBRUARY 28, 1879.

DR.		
Office furniture, &c.,	\$12,665	49
Patents, franchises, &c.,	300,000	00
Lines, instruments, &c.,	78,866	31
Batteries, &c.,	7,124	59
American District Telegraph stock,	1,109	37
Philadelphia Stock Exchange,	3,240	00
Cash,	2,059	76
Due from individuals and corporations,	5,489	52
	\$410,555	04
CR.		
By capital stock,	\$408,005	76
Due individuals and corporations,	7,000	00
Surplus,	549	28
	\$410,555	04

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$400,000 00

Rate and date of all cash dividends on stock of original and consolidated companies. February 28, August 31, 1874, four and a half per cent. February 28, August 31, 1875, four and a quarter per cent. February 29, August 31, 1876, three and a half per cent. February 28, August 31, 1877, three per cent. February 28, 1879, one and three quarters per cent.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Henry Bentley, president, and W. P. Wheatland, treasurer of the Philadelphia Local Telegraph Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending, . . . A. D. 187 , according to the best of their knowledge and belief.

(Signed)

HENRY BENTLEY, *President.*

W. P. WHEATLAND, *Treasurer.*

Affirmed and subscribed before me, this 26th day of January, A. D. 1880.

J. PAUL DIVER, *Notary Public.*

REPORT

OF THE

Philadelphia, Reading and Pottsville Telegraph Company, for the year ending November 30, 1879.

OFFICERS.

NAMES.		Residence.	Salary.
Franklin B. Gowan, . . .	President,	Philadelphia.	
Howard Hancock, . . .	Secretary,	Philadelphia.	
John Welch,	Treasurer,	Philadelphia.	

General office at 227 South Fourth street, Philadelphia.

Names of Directors.

Residences.

H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock, amount subscribed,	20,000	00
Capital stock paid in by last report,	20,000	00
Capital stock, total amount now paid in,	20,000	00
Capital stock, number of shares issued, 400		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Debenture bonds, (due December 1, 1917, bear interest at six per cent., which is payable June and December,) amount,	\$200,000	00
Floating Debt.		
The amount now of floating debt,	\$4,609	27
Total amount now of floating and funded debt,	\$204,609	27
Funded debt as per last report,	\$200,000	00

COST OF LINE AND EQUIPMENT.

Construction,	\$172,386	99
Equipment,	57,792	85
Total,	\$230,179	84

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville, . . .	101 miles.
Length of main line in Pennsylvania,	935½ miles.
Length of submarine cables, (entire line,)	500 feet.
Length of submarine cables in Pennsylvania,	500 feet.
Length of wire, (entire line,)	2,240¾ miles.
Length of wire in Pennsylvania,	2,240¾ miles.
Number of stations, (entire line,)	344
Number of stations in Pennsylvania,	344
Number of instruments in use, (entire line,)	691
Number of instruments in use in Pennsylvania,	691
Number of poles to the mile,	31 to 37
Number of persons employed in operating and maintain- ing the line: Males, 514; females, 8; total,	522
Number of persons employed in operating and maintain- ing line in Pennsylvania,	522
Number of messages sent during the year, (entire line,) .	173,685
Number of messages sent during the year in Pennsylvania,	173,685
Number of messages received, (entire line,)	173,685
Number of messages received in Pennsylvania,	173,685

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under, . . .	15, 20, and 25 cents.	1 and 2 cents.
For one hundred mile and under two hundred miles,	25 cents.	2 cents.
For two hundred miles and under three hundred miles,	25 cents.	2 cents.

EXPENSES.

Gross expenses of entire line, (not including interest,) . .	\$47,100 09
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RECEIPTS.

Gross receipts of entire line,	\$64,619 07
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SUMMARY OF PAYMENTS.

For construction of new lines,	\$4,648	18
For maintenance and repairs,	8,654	10
For wages and salaries,	31,308	47
For interest on bonds,	12,000	00
For miscellaneous,	6,688	17
For taxes,	499	85
Total amount of surplus fund,	\$63,748	22

GENERAL BALANCE SHEET, NOVEMBER 30, 1879.

DR.			
Construction,	\$172,386	99	
Equipment,	57,792	85	
Material,	9,813	77	
Cash,	2,536	11	
Debts due company,	5,234	31	
Profit and loss, income account,	9,946	01	
	\$257,710	04	
CR.			
Capital stock,	\$20,000	00	
Debenture bonds, six per cent., 1877-1917,	200,000	00	
Debts due by company,	5,145	91	
Sundry account,	26,564	13	
Coupons due December 1, 1879,	6,000	00	
	\$257,710	04	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$20,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Franklin B. Gowen, president, and John Welch, treasurer, of the Philadelphia, Reading and Pottsville Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

R E P O R T

OF THE

Rockhill Telegraph Company.

OFFICERS.

NAMES.		Residence.	Salary.
William A. Ingham,	President,	Philadelphia,	None.
W. B. Jacobs,	Secretary and Treasurer,	Philadelphia,	None.
A. W. Sims,	{ General Manager,	{ Orbisonia, Pa.,	None.
	{ General Superintendent,		

<i>Names of Directors.</i>	<i>Residences.</i>
William A. Ingham,	Philadelphia.
Edward Roberts, junior,	Philadelphia.
Percival Roberts,	Philadelphia.
George B. Markle,	Philadelphia.
Ario Pardee,	Hasleton.

CAPITAL STOCK.

Capital stock authorized by law,	\$3,000	00
Capital stock authorized by votes of company,	3,000	00
Capital stock, amount subscribed,	3,000	00
Capital stock paid in by last report,	300	00
Capital stock, total amount now paid in,	300	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Floating Debt.</i>		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$4,220	13
The amount now of floating debt,	\$4,220	13
Total amount now of floating and funded debt,	\$4,220	13
Floating debt as per last report,	\$4,204	48
Total cash realized from capital stock and debt,	\$4,520	13

COST OF LINE AND EQUIPMENT.

Construction and equipment,	\$4,520	13
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CHARACTERISTICS OF LINE.

Length of main line, from Mount Union to Robertsdale, .	80 miles.
Length of main line in Pennsylvania,	30 miles.
Length of wire, (entire line,)	80 miles.
Length of wire in Pennsylvania,	30 miles.
Number of stations, (entire line,)	5
Number of stations in Pennsylvania,	5
Number of instruments in use, (entire line,)	5
Number of instruments in use in Pennsylvania,	5
Number of poles to the mile,	33
Number of persons employed in operating and maintain- ing the line, males,	5
Number of persons employed in operating and maintain- ing line in Pennsylvania, males,	
Number of messages sent during the year, (entire line,) .	304
Number of messages sent during the year in Pennsylvania,	304
Number of messages received, (entire line,)	304
Number of messages received in Pennsylvania,	304

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under, rates for ten words, 25 cents; each additional word, 2 cents.

EXPENSES.

Gross expenses of entire line: Paid by East Broad Top Railroad and Coal Company, and included in their report.

RECEIPTS.

Gross receipts of entire line: Received by East Broad Top Railroad and Coal Company, and included in their report.

SUMMARY OF PAYMENTS.

Paid by lessee.

GENERAL BALANCE SHEET, DECEMBER 1, 187—.

DR.			
Construction and equipment,	\$4,220	13	
Cash,	800	00	
	\$4,620	13	
CR.			
Capital stock,	\$300	00	
Unfunded debt,	4,220	13	
	\$4,620	13	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: Sixty shares,
on which \$5 per share has been paid,

\$300 00

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, William A. Ingham, president, and William B. Jacobs treasurer, of the Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

WILLIAM A. INGHAM, *President.*

WILLIAM BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this 5th day of March, A. D. 1880.

JOHN RODGERS, *Notary Public.*

REPORT

OF THE

Western Union Telegraph Company, for the year ending December 31, 1879.

OFFICERS.

NAMES.		Residence.	Salary.	
Norvin Green,	President,	New York,	\$12,000	00
Augustus Schell, . . .	Vice President, . . .	New York,	None.	
Harrison Durkee, . . .	Vice President, . . .	New York,	None.	
Anson Stager,	Vice President, . . .	Chicago,	7,200	00
H. McKay Twombly, . .	Vice President, . . .	New York,	7,200	00
John Van Horne, . . .	Vice President, . . .	New York,	7,200	00
A. R. Brewer,	Secretary,	New York,	3,600	00
R. H. Rochester, . . .	Treasurer,	New York,	5,200	00
Anson Stager,	General Supts., . .	Chicago,	See above	
John Van Horne, . . .		New York,	See above	
J. C. Hinchman, . . .		New York,	5,000	00
James Gamble,		San Francisco,	6,000	00

General offices at New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Norvin Green,	New York.
Edwin D. Morgan,	New York.
Harrison Durkee,	New York.
Samuel F. Barger,	New York.
Alonzo B. Cornell,	New York.
John Van Horne,	New York.
Moses Taylor,	New York.
Edwards S. Sandford,	New York.
Chester W. Chapin,	New York.
J. Pierrepont Morgan,	New York.
John R. Duff,	Boston, Mass.
Oliver H. Palmer,	New York.
David Jones,	New York.
Edwin D. Worcester,	New York.
William H. Vanderbilt,	New York.
Augustus Schell,	New York.
James H. Banker,	New York.
Joseph Harker,	New York.
Hamilton McKay Twombly,	New York.
Cornelius Vanderbilt,	New York.
Wilson G. Hunt,	New York.
William D. Bishop,	New Haven, Conn.
Robert Lenox Kennedy,	New York.
George M. Pullman,	New York.
Darius O. Mills,	New York.
Samuel A. Munson,	Utica, N. Y.
Anson Stager,	Chicago.
Henry M. Phillips,	Philadelphia.
Hugh J. Jewett,	New York.

CAPITAL STOCK.

Capital stock authorized by law,	\$41,073,410	00
Capital stock authorized by votes of company,	41,073,410	00
Capital stock, number of shares issued, 410,734		
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
Bonds, (due March 1, 1900, bear interest at six per cent., which is payable March 1 and September 1,) amount,	\$963,280	00
Bonds, (due May 1, 1900, bear interest at seven per cent., which is payable May 1 and November 1,) amount,	3,920,000	00
Bonds, (due May 1, 1902, bear interest at seven per cent., which is payable May 1 and November 1,) amount,	1,373,000	00
Total amount now of funded debt,	\$6,255,280	00
Floating Debt.		
Total amount now of floating and funded debt,	\$6,255,280	00
Funded debt as per last report, \$6,264,514	00	
Total capital stock and debt,	\$47,328,690	00

COST OF LINE AND EQUIPMENT.

The greater part of this property having been acquired by absorption of, or consolidation with, other companies, whose books and records are mostly not in our possession, or in existence, to our knowledge, the cost cannot now be stated.

*** CHARACTERISTICS OF LINE.**

Length of main line, about,	83,500 miles.
Length of main line in Pennsylvania, about,	6,000 miles.
Length of submarine cables, (entire line,) about,	150 miles.
Length of submarine cables in Pennsylvania, about, . .	2 miles.
Length of wire, (entire line,) about,	212,000 miles.
Length of wire in Pennsylvania, about,	20,500 miles.
Number of stations, (entire line,) about,	8,500
Number of stations in Pennsylvania, about,	1,000
Number of instruments in use, (entire line,) about, . . .	15,000
Number of instruments in use in Pennsylvania : No record kept by States.	
Number of poles to the mile,	From 20 to 40
Number of persons employed in operating and maintaining the line : Have no record, about,	11,250
Number of persons employed in operating and maintaining line in Pennsylvania, about,	1,250
Number of messages sent during the year, (entire line,) about,	26,000,000
Number of messages sent during the year in Pennsylvania : No record kept by States.	
Number of messages received, (entire line,)	Same as sent.
Number of messages received in Pennsylvania,	Same as sent.
Cost of real estate owned by the company exclusive of line, \$2,738,035 14	
Cost of real estate owned by the company in Pennsylvania, 32,688 61	

Tariff of Rates for Transmission of Messages in the State of Pennsylvania.

Rates for ten words, 10 cents to 50 cents ; each additional words, 1 cent to 3 cents.

EXPENSES.

Gross expenses of entire line,	\$6,008,471 97
Gross expenses in Pennsylvania : No account kept by States.	

RECEIPTS.

Gross receipts of entire line,	\$10,975,208 63
Gross receipts in Pennsylvania : No account kept by States.	

* Stated approximately, inclusive of all leased lines.

SUMMARY OF PAYMENTS.

For construction of new lines,	\$452,579	45
For telegraph property,	187,069	64
For purchase of real estate,	50,000	00
For interest,	428,514	57
For dividends,	3,088,567	00
For sinking fund,	40,056	81
For taxes, (\$131,617 86 included in expenses,)		
For surplus fund,	719,949	19
Total,	\$4,966,736	66
Total amount of surplus fund or surplus of income account,	\$17,349,177	69

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.		
Telegraph lines, franchises, patents, &c.,	\$55,189,765	01
Real estate,	2,738,035	14
Gold and stock telegraph company stock, 47,810 shares, cost,	1,176,009	00
International Ocean Telegraph Company stock, 10,385 shares, cost,	961,606	42
Atlantic and Pacific Telegraph Company stock, 72,010 shares, cost,	1,806,250	00
Sundry other stocks and bonds,	284,572	00
Supplies in supply departments,	165,760	59
Cash on hand,	1,506,653	05
Due from agents,	474,409	97
Due from United States,	39,302	60
Due from other telegraph companies,	96,000	42
Due from press associations,	59,519	94
Due from loans on call,	275,730	04
Due from sundry suspense accounts,	172,501	23
Due from sundry accounts collectible,	417,350	80
Sinking funds, balances in hands of trustees,	77,903	20
	\$65,441,369	41
CR.		
Capital stock,	\$41,073,410	00
Funded debt,	6,255,280	00
Due to other telegraph companies,	362,815	31
Due for rentals of leased lines,	107,192	61
Due for supplies purchased (in December,)	126,817	19
Due to sundry individuals, &c.,	99,612	88
Due for dividends,	49,339	11
Due on sundry line subscriptions,	9,911	43
Due to press associations,	2,078	69
Due for interest—past due,	5,134	50
Surplus of income account,	17,349,177	69
	\$65,441,369	41

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$41,073,410 00

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of the most important consolidation, since when, none.

Rate and date of all cash dividends on stock of original and consolidated companies: Since July 1, 1866, as follows: July 16, 1866; January 21,

1867; July 20, 1867; July 20, 1868; January 20, 1869; July 20, 1869; January 20, 1870; July 15, 1874; October 15, 1874; January 15, 1875; April 15, 1875; July 15, 1875; October 15, 1875; January 15, 1876, 2 per cent. each. July 15, 1876; October 15, 1876; January 15, 1877; April 14, 1877; July 14, 1877; October 15, 1877; January 15, 1878; April 15, 1878; July 15, 1878; October 15, 1878; January 15, 1879; April 15, 1879, $1\frac{1}{2}$ per cent. each. July 15, 1879; October 15, 1879, $1\frac{1}{2}$ per cent. each.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, Norwin Green, president, and Roswell H. Rochester, treasurer, of the Western Union Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

NORWIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 10th day of March, A. D. 1880.

FRANCIS P. BURKE,

Commissioner for Pennsylvania in New York.



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